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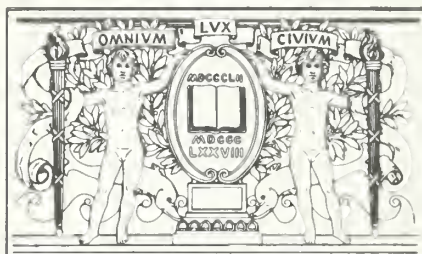
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NAVAL DOCUMENTS  
OF  
The American Revolution



*Benjamin Franklin*



NAVAL DOCUMENTS OF  
The American Revolution

VOLUME 7

AMERICAN THEATRE: Nov. 1, 1776–Dec. 31, 1776

EUROPEAN THEATRE: Oct. 6, 1776–Dec. 31, 1776

AMERICAN THEATRE: Jan. 1, 1777–Feb. 28, 1777

WILLIAM JAMES MORGAN, Editor

With a Foreword by  
PRESIDENT GERALD R. FORD

And an Introduction by  
VICE ADMIRAL EDWIN B. HOOPER, USN (Ret.)  
Director of Naval History

NAVAL HISTORY DIVISION  
DEPARTMENT OF THE NAVY  
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*Each volume of this series is a reminder of the key role played by the late William Bell Clark, initial editor. Drawing upon his deep knowledge of the Navy in the American Revolution, his initial selections and arrangements of materials compiled over a devoted lifetime provided a framework on which subsequent efforts have continued to build.*

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This drawing and others of similar nature throughout the Volume are from journals kept on board ships *Lloyd* and *Betsey*, Nicholas Pocock, Master. (Courtesy of the Trustees of the National Maritime Museum, London.)



# THE WHITE HOUSE

WASHINGTON

January 8, 1976

## FOREWORD

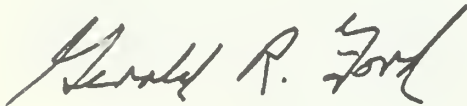
Two centuries have passed since our nation was forged in the crucible of a long and hard conflict against overwhelming odds. The Bicentennial has stimulated renewed, and widespread, interest in the meaning and ideals of the American Revolution from which inspiration for the present and future can be drawn. Scholars and writers are reexamining and reevaluating all facets of the struggle which had such a profound impact on the course of modern history throughout the world.

The stirring and familiar words which close the Declaration of Independence -- "we mutually pledge to each other our lives, our fortunes and our sacred honor" proclaimed a united resolve to gain national freedom and liberty. But, in the months immediately following the Declaration, only the most optimistic could foresee that far distant day when independence declared would be independence won.

General Washington's memorable victory at Trenton was a ray of light in an otherwise grim military situation confronting his army. This was indeed a critical period for the patriotic cause; one of many others to follow. Yet, as we read these documents, we cannot but be impressed by the bold determination of American seamen as they engaged the world's most powerful naval force. With characteristic courage and perseverance, American sailors took their ships to sea in ever increasing numbers to raid enemy shipping and to bring back war materiel and other supplies so desperately needed if the flame of resistance was to be kept alive.

What is offered here in Volume VII, as in previously published volumes in this continuing series, is not interpretive history, but rather the words, thoughts and actions of those who shaped naval affairs and those who fought the Revolutionary War on the seas. Certainly there is no better way to arrive at an understanding of this grand epoch than through the eyes of the participants.

The crucial influence of naval and maritime operations on the outcome of the American Revolution has generally been overlooked in written history. Through this documentary publication, the Department of the Navy is correcting the deficiency. I extend congratulations, and the Navy's highest words of praise, "Well Done."

A handwritten signature in dark ink, reading "Gerald R. Ford". The signature is written in a cursive style, with the first name "Gerald" and the last name "Ford" being more prominent and connected. The middle initial "R." is smaller and positioned between the first and last names.

## INTRODUCTION

This, the seventh volume of the series, encompasses the closing months of 1776 and the first two of 1777. The Continental Army had been forced out of the New York area and was retreating through New Jersey. Henceforth New York and its harbor would be the main British base for naval operations off the coast and for the projection of military power by sea to other areas and up inland waters. The British could now take fuller advantage of the elements of mobility and surprise made possible by their naval superiority.

Being late fall and winter, the weather along the American coast was severe. Nevertheless, British warships kept blockading stations with marked vigilance off Delaware and Chesapeake Bays and important ports. Although many colonial merchantmen escaped through their net, others were taken into New York or Halifax as prizes of the enemy cruisers.

Late in November 1776 intelligence was received of embarkation of troops on British transports and shortly thereafter over 100 ships and some 7,000 men departed from New York, their destination unknown. Concerned over the possibility of Philadelphia being attacked from two sides, by the troops pursuing Washington from New York and by forces transported up the Delaware River, the Continental Congress moved to Baltimore. Washington's stunning victory at Trenton then eased the immediate British threat to Philadelphia.

The actual objective of the British amphibious force proved to be elsewhere. The expedition, meeting little resistance, occupied Newport on Rhode Island. They now had another base for their Navy and could prevent the flow of supplies in and out of Narragansett Bay. One of the consequences was the bottling up of the Continental Navy ships under Commodore Hopkins as his fleet retired up the Providence River.

Some Continental Navy vessels were, however, still operating at sea. John Paul Jones commanding the ship *Alfred*, in company with the sloop *Providence*, captured *Mellish*, a large supply vessel carrying thousands of uniforms for the British Army in Canada. This timely prize cargo would instead warm Continental troops.

In the West Indies, *Andrew Doria*, Captain Isaiah Robinson, exchanged gun salutes with the Dutch fort on the island of St. Eustatius. This foreign recognition accorded the American Grand Union flag sparked strong diplomatic protests from Britain.

The scarcity of cannon and the difficulties of obtaining crews had been delaying the fitting out of additional Continental Navy ships. However, one powerful frigate, *Randolph*, finally put to sea under the command of Captain Nicholas Biddle.

By the end of 1776 American privateers were taking an increasingly heavy toll in their attacks on British commerce in the Western Atlantic and West Indies. Additional privateer commissions were being issued by the states and by the Congress. Use of French and Spanish ports by American ships, a cause of deepening concern in official London, facilitated privateer operations in the Eastern Atlantic. The mounting count of captures made by "rebel pirates" moved the Admiralty to order expanded convoy protection and patrol duty.

Benjamin Franklin, distinguished scholar and diplomat, arrived in France to join Silas Deane as an American Commissioner. Franklin made his ocean passage in the Continental brig *Reprisal*, Captain Lambert Wickes. *Reprisal* would remain to cruise in European waters, and Lambert Wickes was destined to become a scourge to British shipping.

Through these and other naval and quasi-naval activities and actions on both sides of the Atlantic, sea power was exercising its pervasive influence on the Revolutionary War.

Documents selected for publication in Volume 7 include those from several depositories not previously represented in the series. This fact highlights the continuing and expanding support accorded the *Naval Documents of the American Revolution* project through the years. Without such cooperation, coming from widely scattered areas and for which our gratitude is unlimited, this undertaking could not move forward. Unpublished Crown copyright material in the Public Record Office, London, is reproduced by permission of Her Majesty's Stationery Office.

Among other publication assignments and responsibilities, preparation of *Naval Documents* volumes is centered in the Historical Research Branch of the Naval History Division. The editor's knowledgeable, experienced and dedicated colleagues in this Branch made indispensable contributions to manuscript and illustration collection efforts and to the finished product—Mr. Robert L. Scheina and his successor Miss Mary F. Loughlin, Mr. and Mrs. Henry J. Scheffenacker, Mr. Robert I. Campbell, Mr. E. Gordon Bowen-Hassell, Lieutenant (junior grade) David C. Russell relieved by Ensign Dorothy Apple, Mrs. Paulette Smith succeeded by Miss Joye Leonhart, Yeoman Third Class Mary K. Gagnon, and on Naval Reserve duty during the summer Master Chief Petty Officer George K. McCuiston. In the Naval History Division's Curator Branch, Mrs. Agnes Hoover gave her efficient and cheerful help with illustrations.

Maps and charts in this volume, as in those previously published, were collected by the Navy Department Librarian, Mr. W. Bart Greenwood, aided by Miss Mary Pickens of the Library staff. Under the guidance of Mr. Greenwood, the Naval History Division has compiled and published an *American Revolution Atlas* of contemporary 18th century maps and charts which complement the *Naval Documents* series.

Manuscript research and other invaluable assistance by two outstanding authorities in the field came from abroad—Commander W. E. May, R.N. (Ret)



in London and Madame Ulane Bonnel in Paris. Foreign document review and excellent translations were provided by Commander Canio Di Cairano, USNR (Ret).

Lastly, but most certainly not least, the constant encouragement and sound advice offered by the distinguished members of the Secretary of the Navy's Advisory Committee on Naval History were, as always, welcome and deeply appreciated. A void has been left by the death of Marion V. Brewington, talented author, historian, museum director and long a valued member of the Advisory Committee. His deep knowledge of maritime affairs and wise counsel are missed.

Edwin B. Hooper



# DEPOSITORY LOCATION ABBREVIATIONS <sup>1</sup>

AAS	American Antiquarian Society, Worcester, Massachusetts
AGI	Archivo General de Indias, Seville
AHN	Archivo Histórico Nacional, Madrid <sup>1</sup>
AMAE	Archives Du Ministère Des Affaires Etrangères, Paris <sup>1</sup>
AN	Archives Nationales, Paris
APL	Service historique de la Marine Archives du Port de Lorient, Lorient, France
APS	American Philosophical Society, Philadelphia
ASV	Archivio di Stato, Venice
Bda, Arch.	Bermuda Archives, Hamilton, Bermuda
BHS	Beverly Historical Society, Beverly, Massachusetts
BM	British Library, London
BPL	Boston Public Library, Boston
ChHs	Chicago Historical Society, Chicago
CL	William L. Clements Library, University of Michigan, Ann Arbor
ConnHS	Connecticut Historical Society, Hartford
ConnSL	Connecticut State Library, Hartford
CUL	Columbia University Library, New York
CW	Colonial Williamsburg, Williamsburg, Virginia
CWM	College of William and Mary, Williamsburg, Virginia
DAC	Dominion (Public) Archives of Canada, Ottawa
DARL	Daughters of the American Revolution Library, Washington, D.C.
DCL	Dartmouth College Library, Hanover, New Hampshire
DUL	Duke University Library, Durham, North Carolina
EI	Essex Institute, Salem, Massachusetts
FDRL	Franklin D. Roosevelt Library, Hyde Park, New York
FTML	Fort Ticonderoga Museum Library, Ticonderoga, New York
HCL	Haverford College Library, Haverford, Pennsylvania
HH	Hempstead House, New London, Connecticut
HL	Hayes Library, Edenton, North Carolina
HSD	Historical Society of Delaware, Wilmington
HSP	Historical Society of Pennsylvania, Philadelphia

<sup>1</sup> The list includes depositories from which manuscripts have been used in this and previous volumes. The Descriptive List of Illustrations includes additional sources from which graphic material has been used in Volume 7.

HU	Harvard University Library, Cambridge, Massachusetts
HUL	Henry E. Huntington Library, San Marino, California
JCBL	John Carter Brown Library, Providence, Rhode Island
JHUL	Johns Hopkins University Library, Baltimore
LC	Library of Congress, Washington, D.C.
MarbHS	Marblehead Historical Society, Marblehead, Massachusetts
Mass. Arch.	Massachusetts Archives, Boston
MassHS	Massachusetts Historical Society, Boston
MCL	Marietta College Library, Marietta, Ohio
Md. Arch.	Maryland Archives (Hall of Records), Annapolis
MdHS	Maryland Historical Society, Baltimore
MeHS	Maine Historical Society, Portland
MHA	Marine Historical Association, Mystic, Connecticut
MNHP	Morristown National Historical Park, Morristown, New Jersey
Mor. Arch.	Moravian Archives, Winston-Salem, North Carolina
NA	National Archives, Washington, D.C.
NCDAH	North Carolina Division of Archives and History, Raleigh
Neth. Arch.	Netherlands Archives, The Hague
NHA	Nantucket Historical Association, Nantucket, Massachusetts
NHCHS	New Haven Colony Historical Society, New Haven, Connecticut
NHHS	New Hampshire Historical Society, Concord
NHS	Newport Historical Society, Newport, Rhode Island
NJHS	New Jersey Historical Society, Trenton
NLCHS	New London County Historical Society, New London, Connecticut
NMM	National Maritime Museum, London
N.S. Arch.	Nova Scotia Archives, Halifax
NYHS	New-York Historical Society, New York
NYPL	New York Public Library, New York
NYSL	New York State Library, Albany
Pa. Arch.	Pennsylvania Archives, Harrisburg
PM	Peabody Museum, Salem, Massachusetts
PML	Pierpont Morgan Library, New York
PRO	Public Record Office, London
PS	Pilgrim Society, Plymouth, Massachusetts
PUL	Princeton University Library, Princeton, New Jersey
R.I. Arch.	Rhode Island Archives, Providence
RIHS	Rhode Island Historical Society, Providence
SCDAH	South Carolina Department of Archives and History, Columbia
SCHS	South Carolina Historical Society, Charleston



SCRO	Staffordshire County Record Office, Stafford, England
SI	Smithsonian Institution, Washington, D.C.
UFL	P. K. Yonge Library, University of Florida, Gainesville
UNBL	University of New Brunswick Library, Fredericton, New Brunswick
UNCL	University of North Carolina Library, Chapel Hill
USNAM	US Naval Academy Museum, Annapolis, Maryland
UTL	University of Texas Library, Austin
UVL	University of Virginia Library, Charlottesville
VHS	Virginia Historical Society, Richmond
VSL	Virginia State Library, Richmond
WCLAR	Washington Crossing Library of the American Revolution, Washington Crossing, Pennsylvania
WPL	Public Library, Whitehaven, England
WSL	William Salt Library, Stafford, England
YUL	Yale University Library, New Haven, Connecticut

The following private collectors have kindly allowed use of their manuscripts in this volume:

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 Mr. C. Stribling Snodgrass, Martinsburg, West Virginia  
 Captain J. G. M. Stone, Annapolis, Maryland



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AMERICAN THEATRE

*From November 1, 1776 to December 31, 1776*





## AMERICAN THEATRE

From November 1, 1776, to December 31, 1776

### SUMMARY

During the final two months of 1776, privateers were successfully cruising, State Navy activity was much in evidence and some of the Continental naval vessels were at sea. John Paul Jones in the *Alfred* accompanied by the sloop *Providence*, Captain Hoysteed Hacker, took a rich prize. She was the *Mellish* with a cargo of thousands of uniforms including "every article complete for a Soldier from the hat, to the shoes." In the West Indies *Andrew Doria* exchanged gun salutes with the fort at the Dutch island of St. Eustatius. This recognition accorded the rebel flag generated a flurry of British protests. Returning to the northward, *Andrew Doria* engaged and captured H.M. sloop *Racehorse*. The Continental brig *Lexington* was taken by H.M.S. *Pearl* off the Delaware capes.

A sizeable convoy of British transports weighed anchor from New York and set course for England. Since the destination and "design of the Enemy" were unknown to the Americas, shock waves moved along the coast in anticipation of where the next blow might fall. Conversely, anxiety ran high in Nova Scotia where invasion from New England was expected.

Early in December a British Army-Navy expedition sailed from New York and easily took Newport, Rhode Island, and command of surrounding waters. Upon the approach of this formidable enemy force, the Continental ships in the area under Commodore Hopkins fled up the Providence River.

Washington's army was forced out of New York and retreated southward through New Jersey with the British in pursuit. Fear that Philadelphia would soon be occupied prompted Congress to remove to Baltimore. Robert Morris, writing to Silas Deane near the close of 1776, but before Washington struck back at Trenton, could with reason note that the "unfortunate turn of American Affairs, leaves no room for joy in the mind of any true friend of our country."

1 Nov. 1776

MASTER'S LOG OF H. M. SLOOP *Hope*<sup>1</sup>

November 1776                      Remark's &c onbd H. Majst Sloop *Hope* in Shagy Harbr

Fridy 1st                      at 9 AM Rec'd a turn of Water onbd Weigh'd and Came to Sail up T-G-yds at 10 Saw a Sail to the So wd, Set Stidding Sails and Chaced at Noon Cape Sable NW 2 Miles in Chace

Fresh Breezes and Squally Fired 3 four Prs Shoted at the Chace at 1 Came up with the Chace, Proved to be the Rebel Schooner *Hope* from Plymouth<sup>2</sup> out three Weeks tacken nothing, She mounted Six three Pdrs twelve Swivels, had 48 Men on bd took Charge Shifted the Prisoners and made Sail, at 6 Handed the T-G-Sails & in first Reefs Topsls

1. PRO, Admiralty 52/1794.

2. *Hope* schooner was commissioned September 26, 1776, Walter Hatch, commander. See Volume 6, 997-98.MASTER'S LOG OF H. M. S. *Milford*<sup>1</sup>

Novr 1776                      Cape Negro N 66d E Dist 57 Leagues -

Friday 1st                      At 3 AM set the Top Sails At 6 Do Saw a Sail in the NW Qr made sail & gave chace At Noon still in Chace -

Fresh Gales and hazy Latter fresh breezes & Cloudy.

At 1 pm coming fast up with the Chace At 3 brot too the Chase, Do brot too the main Topsail to the Mast. Do hoisted out the Cutter, sent her on board & took possession of the prize. She proved to be an English Brig taken by a Rebel privatr.<sup>2</sup> At 4 made sail & wore Ship, prize & Tender in Compy

1. PRO, Admiralty 52/1865.

2. Brigantine *Venus* which had been taken by Massachusetts privateer *Hawke*. Vice Admiralty Register, 1769-1777, vol. 5, 456-57, N. S. Arch.JOURNAL OF THE MASSACHUSETTS BRIG *Tyrannicide*, CAPTAIN JOHN FISK<sup>1</sup>

## Remarks on Novr 1st 1776

Employd in getting small things on board for Sea. at 10 A M came to Sail [from Salem] with the wind at N W the Brig *Massachusetts* in Company<sup>2</sup>

Pleasant Weather Spake a Schooner from Cape Ann bound to Marblehead

1 [P. M.] Spake the Ship *Hope* Job Prince Master from Boston for Hispanola

7 [P. M.] The Table Land of Cape Cod bore S S W 2 Leagues distance from which I take my Departure

12 [P. M.] Spake with the Brig *Massachusetts* Daniel Souter Esqr Commander

1. John Fisk Journal, AAS.

2. *Massachusetts* was also state-owned.

DEPOSITION OF JOHN BURROWS A SAILOR ON BOARD THE PRIZE BRIGANTINE  
*Kingston Packet* <sup>1</sup>

I John Burrows of Salem in the County of Essex in New England Mariner being of Lawful Age testify and say that about 20th March last I sailed from the West Indies in the Brigantine *Kingston Packet* Samuel Ingersol Master bound for Salem afsd or any Port we could first make in the Bay Government that on or about the 18th Day of April last we Struck soundings on Georges Bank and from thence we Steered N.W by N. intending to get into Falmouth in Piscataqua but that the Day after we left Georges Bank we fell in with a Fleet bound to the Eastward one of which gave us chase from whome we escaped in the Night the next Day we hauled our Course to the Northward the weather being Foggy we soon found ourselves surrounded with Vessels from whome we could not escape untill we were near as far east as Hallifax light House at which time their was a fresh Wind to the westward and we Run into Canso where we lay the chief of the Summer. And this Deponant further says that there was no Goods on Board said Vessell, but about Thirty Casks of Melasses some of which was Small and Ten Casks of Rum, which Capt Ingersol Sold to the Fishermen at Orashock [*sic* Arichat] & places near there, the pay for which we were collecting in Fish & Mackriel when we were taken by Capt. [John Paul] Jones in the Armed Sloop *Providence* and this Deponant further says that he was with Capt Ingersol in Jamaica when he got out new set of Papers for the Said Brig *Kingston Packet* in the Name of Mr John Dolbeare <sup>2</sup> and that he frequently heard Capt Ingersol say that he did it only to protect the said Brigantine from the Brittish Ships and that the said Brigantine was still the property of Capt Derby meaning as this deponant understood Richard Derby Junr of Salem in New England, & this deponant further says that the said Mr Derby always paid his wages when at Home & as his Wife saw him has paid to her a Considerable part of his wages in his Absence, the last Voyage, and this deponant further says that he is no ways Interested in said Vessel or any thing on board her, and that he verily believes that the whole of said Vessel together with the fish and Mackreil on board her is Richard Derbys, unless any part of the Fish may belong to the Mate, and further says not

	his
Test Samuel Vernon	John X Burrows
	Mark

[Endorsed] Essex Salem Novem 1, 1776.

Then Personally appear'd before me one of the Justice's of the peace in and for the said County John Burrows of Salem aforesaid and after being duly cautioned to testify the whole truth relative to a Cause to be heard and tried in the Maritime Court to be held at Providence in the State of Rhode Island and Providence Plantations on the fourth of November Inst wherein Esek Hopkins Esqr Commander in Chief of the Continental Fleet in Behalf of the Continent himself and Others mentioned therein is Libelant and Richard Darby Junr is Claimant, and being carefully examined made Solemn Oath to the truth of the foregoing deposition by him Subscribed which deposition was taken at the request of the said

Richard Darby Junr to be by him used in the Cause above mentioned the deponent being bound to Sea and the said Libelant not being within Twenty Miles of the place of Caption was not notified to attend nor Present at the Taking the said deposition

Before me Joshua Ward Justice of the Peace

1. Revolutionary War Prize Cases, No. 6, Court of Appeals, 1776–1787, NA.
2. The new register, taken out at Jamaica July 18, 1775, in the name of Joseph Dolbeare lists the *Kingston Packet* as a square sterned vessel of forty-five tons burden, built in Boston in 1769, Revolutionary War Prize Cases, No. 6, Court of Appeals, 1776–1787, NA.

PETITION TO THE MASSACHUSETTS COUNCIL OF JOHN BARDWELL BARNARD,  
PASSENGER IN THE PRIZE SHIP *Picary*<sup>1</sup>

To the Honl the Council of the State of  
the Massachusetts bay –

The Petition of John Boardwell Barnard passenger on board the *Picary*, from Tobago bound to London taken by the *Warren* Capt [William] Coas & carried into Cape Ann --<sup>2</sup> Your Pet[it]ioner had liberty from this Honl Court, to depart this State, in the Ship purchased by Mr [William] Ross, but was disapointed getting on board, therefore humbly prays your Hons to grant permission to go in Brigantine *Dolphin*, belonging to Mr Sylvanis Hussy, with [*sic* which] is bound to Spain or Portugal, & in duty bound shall ever pray

J B Barnard

[Endorsed] State of Massachusetts Bay – Council Chamber [Watertown] Nov. 1, 1776 – On the Petition of John Bardwell Barnard, ordered that the said John have and he hereby has Liberty to depart this state in the Brigg *Dolphin*, belonging to Sylvanus Hussy bound to Lisbon –

In Council Nov. 1. read and accepted

John Avery Dpy Secy

1. Mass. Arch., vol. 166, 2.

2. *Picary* was taken by the Massachusetts privateer schooner *Warren*, Mass. Arch., vol. 7, 323. She was sent into Cape Ann on September 14, *Independent Chronicle*, Boston, September 19, 1776. Barnard was one of several passengers requesting permission to depart on board the *Dolphin*.

JOHN BRADFORD TO JOHN DANIEL SCHWEIGHAUSER, NANTES MERCHANT<sup>1</sup>

Sir

Boston Novr 1st 1776

As its probable a Trade will be Open between France & this Country if any Vessell should be Coming from your Port to Boston I should be glad you would ship for my Acct to the Amount of £50 Stg in Brandy and the like amount in best Bohe[a] Tea with £25 Stg worth of Hyson making insurance against all risque on the same and I will allow you Interest for the money till I Pay your Order here As I am imployed by the Honorable Congress as Continental Agent its probable it will be in my way to do Business with you if you will please to favour me with any proposals that I think may turn out to our mutual anvantage I shall readily close with them being with all due respects Sir [&c.]

1. John Bradford Letter Book, vol. 1, LC.



PETITION TO THE MASSACHUSETTS COUNCIL OF JOHN HARVEY,  
MASTER OF THE PRIZE SHIP *Esther*<sup>1</sup>

To the Honble the Council, for the State of the Massachusetts Bay, now setting at Watertown.

The Petition of John Harvey humbly shews.

That your Petitioner was late Master of the Ship called the *Easter* [*Esther*], bound from Jamaica to London, and was on the second Day of October last, taken by the Continental Brig of War called the *Cabbot*, and sent into the Port of Dartmouth: And that your Petitioner had on board his Ship at the time he was Captured his Wife, & Family, which consists of four Orphan Children, under the care of your Petitioner, the Eldest of which is between Six & Seven years of Age, & five Servants, four whites & one black; all which are now at sd Dartmouth. This being the Situation of your Petitioner & his Family he prays the indulgence of the Honble Court that they in their great Goodness & Humanity would grant leave to their unfortunate Petitioner to Purchase some small Vessel such as he may be able, and also to grant him a Permit to depart with his sd Family in sd Vessel from Dartmouth back again to Jamaica: And if your Petitioner should be so happy as to obtain leave to purchase a Vessel for the purpose aforesd he will want Persons to Man sd Vessel: Therefore would further pray the indulgence of the Honble Court, that they would grant Permits to four [*sic* five] of the Men who belonged to your Petitioners Ship before she was captured, for the purpose aforesd. viz. Anthony Dickerson, John Taylor, Edwd Harvey Willm Dodge, & John Munro –

The Situation of your Petitioners Family, being so peculiarly unhappy, by reason of his having his Wife with him, who is now Pregnant & very near her time, & so many small Children & Servants; Induces him to believe the Honble Court will indulge him in his Requests, or otherwise grant him relief such as they in their great Wisdom shall think proper & best, & their Petitioner as in Duty bound will ever pray &c.

Jn<sup>o</sup> Harvey

Bristol ss Novr 1st 1776–

Then personally appeared Thomas We[a]ver<sup>2</sup> who is now prize master of the Ship mentioned in the foregoing Petition & made Oath that the Facts set forth therein are true & just in every part

Sworn to before me Edwd Pope Just. Pacis –

[Endorsed] In Councill [Watertown] Novr 11. 1776

On Reading the Petition of Capt John Harvey late Commander of the Ship *Easter*, Ordered that the prayer thereof be Granted & that he have Liberty to purchase a vessell not exceeding twenty Tons in Order to Transport him self and his Family Consisting of his Wife, four Children & five servants, to Jamacia, taking with him Nothing more than Necessary provisions for the Voyage, & in Order to Enable him to navigate his Vessell he is also hereby permitted to take with him Anthony Dickerson, Jno. Taylor Edward Harvey, Wm Dodge & John Munroe,

as mariners to Inable him to Navigate his Vessell. And 'tis hereby Recommended to All American Cruisers to suffer the said Capt Harvey to pass with his Vessell Company & passengers unmolested

1. Mass. Arch., vol. 166, 8.

2. Thomas Weaver was first lieutenant of the Continental brig *Cabot*.

INTERROGATION IN RHODE ISLAND ADMIRALTY COURT OF JOHN DARRELL,  
MASTER OF THE PRIZE BRIGANTINE *Phoenix* <sup>1</sup>

Interrogatories answered by John Darrel late Master of the  
Brigantine *Phoenix* –

Interrog. When where and by whom was the said Brigantine taken what is her  
Tonage, from whence and to what Port was She bound, what are  
the Contents of her Cargo, and who are the owners of the said Brig-  
antine and her Cargo? –

Answer The said Brigantine her Appurtenance and Cargo upon the Seven-  
teenth Day of October AD: 1776 being upon the High Seas in Lat.  
35 North Lon 56, was Captured and taken by Job Pearce Com-  
mander of and the Officers and men belonging to the private Sloop of  
War called the *Greenwich*, the said Brig is of the Burthen of 150 Tons,  
She was bound from Quebec to the Island of Grenada her Cargo  
consists of about 970 Quintals of dry Fish and 175 Empty Ship Casks,  
the said Brig belongs to the Owners mentioned in her Register <sup>2</sup> the  
Cargo belongs to Tod and Magill, and Alexander Ellis and Company  
Merchants in Montreal in the Province of Canada. – Jn<sup>o</sup> Darrell

Sworn to in Providence Novr 1: 1776 –

Before me John Foster Judge in Prize Causes

1. Admiralty Papers, vol. 9, R. I. Arch.

2. The Register, dated Custom House, Bermuda, November 7, 1774, lists the owners as Benjamin Lightbourn, Edward Parker, Daniel Atwood, Joseph Hinson and John Darrell, Admiralty Papers, vol. 9, R. I. Arch.

CAPTAIN JOHN PAUL JONES TO CAPTAIN HOYSTEED HACKER <sup>1</sup>

Sir, *Alfred* [off Newport], Novr 1, 1776

The wind being now fair, we will proceed according to Orders for Spanish  
River near Cape North on the Island of Cape Briton. I will observe the former  
signals; but as there signals agreed on for tacking in thick or foggy Weather, to  
make a distinction I will fire 2 Guns immed – after one another, as a signal to  
tack – and to bring too on the larboard tack 2 Guns, allowing three minutes be-  
tween them – We will endeavour to keep near together. I am with Esteem, Sir  
[&c.]

Jn<sup>o</sup> P. Jones

To Hoysteed Hacker Esqr  
Commander of the Sloop of War, *Providence*

1. Harbeck Autograph Collection, 203, HUL.



PROVISIONS ON BOARD THE CONTINENTAL SHIP *Alfred*<sup>1</sup>

Account of Provisions On board when we Sailed No the 1st [1776]

6 Tierces of Pork	500 w of Bread Baked Out of
22 barrels of Do	Ship Flour
7 Tierces of Beef	453 Gallns of Continental Rum
20 bbls of Do	118 Gallns of Molasses
10 Tierces of Bread Ship	10 Bushels of Turnips
55 bbls of Do	130 Gallns of West Inda Rum
1 Cabin Do	75 lb of Coffee
7 hhd 1 Tierce & 4 bbls Pease	79 lb of Cheese
10 bbls of Flour	441 lb of Brown Sugar
½ bbl of Sous'd Heads	219 lb of Candles
⅔ of Cask of Oatmeal	14 Bushels of Onions
4 bbls of Vinegar	600 lb of Butter
	50 Bushels of Potatoes

1. Papers of John Paul Jones, 6498, LC.

*Connecticut Gazette*, FRIDAY, NOVEMBER 1, 1776

New-London, November 1.

Since our last, a French Vessel from Cape Francois, arrived here with Molasses, the Captain informs that three Jamaica Privateers are out cruizing for northward Vessels, that he was brought too by one of them, but upon his telling them that he was bound to Miquelon, they acquitted him: He also informed that three Privateers are fitting out from Hispaniola, by Gentlemen from this Continent, who carried over Continental Commissions for that Purpose.

JOURNAL OF AMBROSE SERLE<sup>1</sup>

[New York] Friday, November 1st [1776].

Gainé, the Printer of the *New York Gazette*, escaped from Newark this Morning, and arrived in Town. From him I derived the following information . . . that Dr. [Benjamin] Franklin sailed on Sunday last from Philadelphia for France, on the Pretence of soliciting the Interposition of the French Court & its assistance; that several Privateers of a small Size were fitting out, and that those already dispatched had taken many Prizes . . .

I also met with Col. [Edmund] Fanning in Town, who informed me, that the Rebels still came over from N. London in Connecticut to Long Island, & carried off Cattle, Provisions & Forage; that a Mr. Floyd, late one of the Congress,<sup>2</sup> had also come over with a Party of 400 men, and done much mischief; & that the Number of Sheep alone, taken away, exceeded 17,000.

Lord Dunmore dined on board, with the Captain [Benjamin] Caldwell & [John] Ford.<sup>3</sup>

1. Edward H. Tatum, Jr., ed., *The American Journal of Ambrose Serle, 1776-1778* (San Marino, Calif., 1940), 134-35. Hereafter cited as Tatum, ed., *Serle's Journal*.

2. William Floyd was a New York delegate in the Continental Congress.

3. Captains respectively of H.M.S. *Emerald* and H.M.S. *Unicorn*.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 11.

Sir

*Eagle* off New York  
November the 1st 1776.

The several British and foreign Transports named in the List enclosed being ready to return to Europe, I have thought it necessary to appoint the *Active* and *Fowey* to attend them.

Captain [William] Williams, who has resumed the Command of the *Active*, is directed on his Arrival off of the Western Islands, to permit the British Transports to quit the Convoy at that time if they see fit, and proceed separately according to their several Destinations. But it is recommended to him to continue his Care of the foreign Transports; Lest by their wilful Separation they may take Occasion to delay their Arrival at their Ports of Discharge. Wherefore the Agents Lieutenants Hill and Harris, who have been very diligent in their Stations, and the different Superintendents appointed to regulate the Navigation of the foreign Transports, return in them.

Captain Williams is directed to conduct them to Plymouth. He is to suffer the *Fowey* to part Company when advanced the Length of the Western Islands as aforesaid, to land with greater Expedition the Packets Captain [George] Montagu is charged to forward by Express with a Duplicate of this Dispatch, immediately on his Arrival at Portsmouth: In case the attendance of that Frigate for regulating the Motions of the Convoy, is then no longer requisite. Upon his Arrival at Plymouth, he is to acquaint You therewith by Express. And proceeding to get the Ship ready for the Dock with all possible Dispatch, he is to wait at that port to receive their Lordships more particular Commands for his future Conduct.

I have not made any Reduction of the Complement of these Ships by the discharge of their Marines, according to the Tenor of their Lordships General Instructions to Vice Admiral [Samuel] Graves: Deeming it inexpedient to diminish their Force, under the Circumstances of their present Appointments.

The Provisions for the Army in advance, being less in Quantity than is desirable to have deposited here; the two Transports, the *Pigot* and *British King*, late in the East India Service, are directed by the General's desire to be sent to Ireland; To take in a Supply of Provisions for the Troops, at Cork. But from the present deficiency of Men in those Ships, I apprehend they will need the protection of Convoy on their return to this Port.

The *Active*, *Scorpion* and *Falcon* arrived here the 19th past, with the Officers, Company and Stores remaining in the *Cruizer* at the time it was judged expedient to destroy the Sloop, as expressed in the Representations from the Captains [Anthony] Hunt and [Francis] Parry enclosed.

On the 26th past the *Sphinx* put into this Port, under the Circumstances stated in the Letter from Captain [James] Reid likewise transmitted herewith.

Captain Williams having been superseded by their Lordships Appointment of Captain [James] Wallace to command the *Experiment*, I have directed the Removals in the Instances of Captain Williams and Captain Hunt to their proper Ships; and Captain Reid into the *Rose*, until their Lordships pleasure is signified upon the Appointments made by Sir Peter Parker, which have been reported in my Letter of the 3d of September.

The *Active* having been many Hours onshore in Charles Town Harbour, I thought it fit to send the Ship to England for Inspection in a Dock. The same Accident having also happened to the *Sphynx*, I apprehend it will be equally necessary to order that Ship likewise to Europe, at a future Opportunity.

I am Sir [&c.]

Howe

[Endorsed] R 17th Decr P Express from Plyt (4 Inclosures)

1. PRO, Admiralty 1/487.

CAPTAIN JOHN LINZEE, R. N., TO PHILIP STEPHENS <sup>1</sup>

*Falcon* New York Harbour

the 1st of November 1776.

Sir,

Inclosed I beg leave to send you the Survey of Harbours &ca taken by the present Master of His Majesty's Sloop under my Command, between the 22d of August 1775 and the 31st of October 1776; The former Master being Prisoner, <sup>2</sup> prevents me from sending you the Remarks made by him, between the 21st of October 1774, and the 21st of August 1775. I am, Sir [&c.]

John Linzee

[Endorsed] Recd 23d Decr

1. PRO, Admiralty 1/2054, 4, 1.

2. See Volume 1, 1110-11.

CAPTAIN FRANCIS BANKS, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir,

*Renown* off New York 1st Novemr 1776

I beg you will please to move their Lordships, for an Order for my being paid the Extra Pay, during the time my Broad Pendant was Flying Onboard His Majesty's Ship *Renown*; from the 2nd Day of February 1776, to the 13th Day of August following; agreeable to an Order from Rear Admiral Shulldham; A Copy of which I send inclosed. I am Sir [&c.]

F. Banks.

[Endorsed] R 20 Decr See if this was approved by any Lre to V. A. Shulldham Approved of by Letter dated the 3d May, but directed to order him to discontinue his distinguishing Pendt upon the arrival of Comdre Hotham.

Usual order & let him have it.

1. PRO, Admiralty 1/1497, 12, 1.

JOURNAL OF H. M. S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

November 1776.

Friday 1st

Do [Sandy] Hook N 77 : 0 W Distce 94 Leags

At 2 (AM) more modt set Maintopsl carried away the Strap of the sheet block, handd the Sail and ballanc'd the Mizen; at 6 brot too under do at 9 saw a Sail in the NW quar the Strap of the Main Geer block broke and the yard came down - got do fitted and swayed it up. Wore and gave Chace.

Fresh breezes and Cloudy.

(PM) Came up with the Chace, which proved a Brig from Dartmouth to Surinham,<sup>2</sup> hoisted a Boat out and brot the People on board and took charge of her.

1. PRO, Admiralty 51/688.

2. Brig *Roby*, William Howland, master, with a cargo of fish, horses, spermaceti candles and staves, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOURNAL OF H. M. S. *Lively*, CAPTAIN THOMAS BISHOP <sup>1</sup>

Nov 1776 Sandy Hook N 60 W Dist 39 Leagues  
Friday 1st Saw a Sail on the Starbd Bow fired a Shot and brought her too Sent the Boat onboard her with 2 Petty officers & 9 Men to take Charge of her, found her to be a Rebel Arm'd Sloop<sup>2</sup> with 6 four pounders & 8 Swivels with a Number of Small Arms & Powder from Burdeaux bound to Philadelphia took the Master, Mate and Seamen out of her—

1. PRO, Admiralty 51/546.

2. Sloop *Mary*, J. Morgan, master, from Bordeaux to Philadelphia with small arms, wine and oil, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOURNAL OF H. M. SLOOP *Nautilus*, CAPTAIN JOHN COLLINS <sup>1</sup>

October [1776] Lattd In 39..32  
Thursday 31 Mode and Clear Wr  
PM Saw the Highland of Neversunk bearing NbW 6 or 7 Leagues at 5 fired a Gun & Made the Signal for a Pilott wore Ship Sandy Hook Light NW 5 or 6 Miles fired A Gun & Made the Signal to the Convoy  
Novembr AM Spoke HM Ship *Lark*  
Friday 1 Fresh breezes and Clear Wr  
bore away the Convoy found our Prize Sloop had taken Fire Hoisted out the Boats to Assist her found Every Method to put the fire out ineffectual hoisted the Boats in Got 34 Casks of Flour out of her.<sup>2</sup>

1. PRO, Admiralty 51/630.

2. The sloop *New York Packet* taken October 26, 1776.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN ELISHA WARNER <sup>1</sup>

Sir [Philadelphia] November. 1. 1776. —  
You are to proceed with the Continental Sloop *Fly* now under your command for the Coast of Shrewsbury in New Jersey and take such stations along the Jersey shore as will enable you to see every vessel that goes in or out of Sandy hook. We immagine there must be Transports, Store Ships and provision vessels daily



arriving or expected to arrive at that place for supplying our enemies with provisions and other Stores, and the design of your present Cruize is to intercept as many of those Vessels and supplies as you possibly can

You have got or may get a good coasting Pilot so that you may run close in shore or into Toms River or any other River, Inlet or Harbour in the Jerseys whenever you are chased or endangered by Vessels of a superior force, therefore you will keep an especial good look out for all vessels inward or outward bound and whenever you discover any give chase, make prize of as many as possible, and as fast as you take 'em send them for this port, unless you hear men of war take station at our Capes, and in that case send them into Toms River, Egg Harbour or any other safe place, and fast as your people arrive here we will send them or others over land to Tom's River or Shrewsbury from whence you can take them on board again, therefore you must keep this station and pursue this business as long as possible unless we send you other orders.

You must be careful not to let any british frigate get between you and the land, and then there's no danger for they cannot pursue you in shore, and they have no boats or Tenders that can take you, besides the Country people will assist in driving them off shore if they should attempt to follow you in. The Schooner *Wasp* commanded by Lieutenant [John] Baldwin goes round on the same Service – you must act in Concert, Consult the best Stations and best method of Cruizing, and be sure to pursue your Object the taking of provision Vessels, Store Ships and Transports with the utmost vigor and vigilance, and altho we recommend your taking good care of your Vessel and people, yet we should deem it more praiseworthy in an officer to loose his vessel in a bold enterprize, than to loose a good Prize by too timid a Conduct. As fast as you make prisoners you may send them in the Jerseys, and deliver them to the Continental Officers to be sent here or confined in New Jersey, but if Seamen send them here unless they enter. Use your officers and men well, and do the same by your prisoners let us hear from you as often as necessary. Wishing you success We are sir [&c.]

Note. Similar Instructions to the foregoing were given Lt Baldwin Commanding the Schooner *Wasp*. –

1. Marine Committee Letter Book, 42, NA.

#### WILLIAM HOOPER TO JOSEPH HEWES <sup>1</sup>

[Extract]

Philadelphia, November 1. 1776

One of the frigates Biddle's will have 14 Guns onboard on monday and will be ready in every thing, men excepted, in a fortnight, the additional encouragement to Seamen in the continental Service by which they are put on a footing with Privaters & have the whole property of armed Vessels which belong'd to his British Majesty will soon make up that deficiency. The *Effingham* [John] Barry Ship & the *repulse* a Galley were launched yesterday She is I think the finest vessell of the whole. The Guns cast here turn out very ill, they split; full one-half of them.

Privatering is attended with amazing success in New England not a day passes without a fresh acquisition, they took a Vessell not long ago with 1600 pieces of woollen on board,<sup>2</sup> the Soldiers may bless God for that. Also an armed Vessell of 16 Guns & the Privateer which took the latter was left in pursuit of a three decker with Sugars mounting 20 Guns & by a private letter we are informed that this last was taken and on her way into Newbury port.<sup>3</sup>

The Portsmouth, Newbury and Providence frigates are out. We shall soon hear of some mischief they have done – at least I hope so.<sup>4</sup>

1. HU.

2. Brig *Mary and James*, sent into Salem October 16 by the Massachusetts privateer sloop *Rover*, Captain Simon Forrester, *Independent Chronicle*, Boston, October 17, 1776.

3. *The Freeman's Journal*, October 29, 1776.

4. None of the Continental frigates referred to, the *Raleigh*, *Hancock*, *Boston*, *Providence* and *Warren*, got to sea in 1776.

#### JOURNAL OF H. M. S. *Orpheus*, CAPTAIN CHARLES HUDSON<sup>1</sup>

November 1776 Do Cape [Henlopen] No 61 Wt 21 Leagues  
 Friday 1st at 10 AM saw a Sail to the NW gave Chace with the *Daphne*  
 Fresh breezes and Cloudy Wr at 1 PM fired 2 twelve Poundrs  
 and brot too the Chace. She prov'd the *Brittania* Brig belong-  
 ing to Liverpool and bound there from Jamaica in Ballast  
 Benjn Francis Hughes Mastr taken 21st Octor by the *Chance*  
 and *Congress* Privateers<sup>2</sup> sent a petty Officer and 2 Men on-  
 board her, and brought 12 men belonging to the above Privateers  
 from Her. at 8 Close Reeft the Topsails.

1. PRO, Admiralty 51/650.

2. *Britannia*, B. F. Hughes, master and owner, from Jamaica for Liverpool, in ballast, and with one ton of ivory, Howe's Prize List, March 31, 1776, PRO, Admiralty 1/487. Her captors had been the Pennsylvania privateer sloops *Chance*, Captain James Armitage, 6 guns and 35 men, and *Congress* (of similar size), Captain William Greenway.

#### JOURNAL OF THE VIRGINIA NAVY BOARD<sup>1</sup>

[Williamsburg] Friday 1st November 1776.

Ordered that the Commanding officer on Board the Sloop *Defiance* turn over to the Brig *Musquetto* what Men he may have on Board more than sufficient for his intended Voiage. –

Ordered that a Warrant Issue to John Hatley Norton for Ninety eight pounds Ten shillings for Whiskey furnished Capt John Calvert for the use of the *Norfolk Revenge* Galley & Capt Thomas Lilly for the use of the Brig *Liberty* –

Lieutenant William Green of the Sloop *Defiance* received Orders to Proceed with his Vessel to Hoods on James River there to apply to Mr Thomas Shore for



a Load of Flour & Tobacco and when loaded to return to James Town and wait on the Board for further Orders. —

Ordered that a Warrant Issue to David Cockran for Thirteen pounds fourteen shillings and four pence half penny for the use of Archibald Govan for a Cannon delivered Capt [Thomas] Lilly for the Brig *Liberty*

Ordered that a Warrant Issue to Matthew McVoy for the use of Capt Charles Thomas for Five hundred and eight pounds four shillings and seven pence half penny for Necessaries furnished for the Rope Walk.

Ordered that the keeper of the Public Store deliver unto Capt Edward Travis thirty Cotees, thirty under Waistcoats and ten Blanketts for the use of the Brig *Raleigh* — <sup>2</sup>

Capt Edward Travis is recommended to his excellency the Governor and the honble the Council as a Proper person to take the Command of the Brig *Raleigh* —

Robert Gray is recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed Second Lieut of the Brig *Raleigh*. —

Signed, Thomas Whiting 1st Comsr

1. Navy Board Journal, 97–98, VSL.

2. VSL collections contain a Navy Board ledger which includes accounts of various Virginia Navy vessels and the state Marines.

#### ADVERTISEMENT OF SALE AT JAMESTOWN OF THE PRIZE BRIGANTINE *Sarah* <sup>1</sup>

By Virtue of a Decree of the Hon. Court of Admiralty of this State, will be sold at public vendue, for ready Money, on Monday the 29th Instant, at Jamestown, on James River, about 7 Miles from the City of Williamsburg, The Brigantine *Sarah* of Great Britain, lately made a Prize of by the *Montgomery* Privateer Capt. [Robert] Polk, of Annapolis, in the State of Maryland, with her Sails, Rigging, and Materials, being 170 Tons Burthen, British built. An Inventory of her Sails, Rigging, and Materials, may be seen on Board the said Ship. — At same Time and Place will be sold her Cargo, consisting of a large Quantity of exceeding good Jamaica Rum, Muscovado Sugars, Coffee, Ginger, Cotton, and sundry other Articles, Shipped on Board the said Ship from Jamaica for the London Market.

Benjamin Powell, Marshall.

Williamsburg, November 1, 1776.

1. Dixon and Hunter's *Virginia Gazette*, November 8, 1776.

PURDIE'S *Virginia Gazette*, FRIDAY, NOVEMBER 1, 1776

Williamsburg, November 1.

Since our last another salt vessel is arrived, with 2000 bushels of that useful article.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston]  
 Fryday 1st. November 1776 –

The Board Met According to Adjournment

Present. – Edward Blake Esqr first Commissioner Thomas Corbett Geo A Hall

Roger Smith Esqrs –

Read the Minutes of last meeting –

Agreed; that application be made to the President for Eight Hundred Bushells of Salt; to be delivered to the Commissioners of the Navy for salting provisions for the use of the Navy.

Agreed. That the first Commissioner do write to James Black, Stone & Russel, Paul Pritchard & Clement Lempriere, to know on what terms they will undertake to Build, the Row Gallies, by what time they will have them finished, and what quantity of Iron will be requisite for Each Galley.

1. A. S. Salley, Jr., ed., *Journal of the Commissioners of the Navy of South Carolina, October 9, 1776–March 1, 1779* (Columbia, S.C., 1912), 16. Hereafter cited as Salley, ed., *South Carolina Navy Board*.

## 2 Nov.

### JOURNAL OF H. M. SLOOP *Albany*, LIEUTENANT MICHAEL HYNDMAN <sup>1</sup>

November 76

Moored in Halifax Harbor

Saturday 2d AM Dried Sails read the Articles of War & Abstract &c to the Ships Company

Fresh Gales & Cloudy Wear PM Anchd here His Majts Sloop *Hope* with a rebel Privateer at 12 Midnight Benjn Arnold Wm Babb John Ward <sup>2</sup> & John Bear took the Yawl and run Away with her to Dartmouth Side Sent after her and got the Yawl again

1. PRO, Admiralty 51/23.
2. Ward was the only deserter apprehended. On January 6, 1777 in Halifax harbor, "the *Rainbow* made the Sigl for Boats Mann'd and Armed to Attend the Punishment of John Ward for Desertion who recd 30 Lashes Alongside." PRO, Admiralty 51/23.

### LIST OF BRITISH NAVAL PRISONERS IN THE TOPSFIELD AND IPSWICH JAILS <sup>1</sup>

Essex ss;

Gentlemen

In Obedience to your order of the 22d of October last I hereby Transmit you a List of the Names of the Prisoners belonging to the Naval Service of Great Britain under my Care as follows Vizt –

Names of British Navy To what Vessells belonging When & where Taken

in Topsfield

Claudius Charles Surgeon Nathl Fits Partrick in Ipswich Thomas Davison James Rogers James Howard Thomas McCarty Henry Sangat William Bradbury John Scott Matthew Cornish Samuel Bird John Doyle	Armed Scooner <i>Dispatch</i>       Ship of War, <i>Lively</i>  Sloop of War, <i>Falcon</i>	Taken 12th July 1776 – by Capt [John] Fisk    at Gloucester – 9th of August 1775 at Gloucester  Michael Farley Sheriff <sup>2</sup>
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Ipswich Novemr 2d 1776 –  
To the Honble The Council of  
the State of Massachusetts bay

1. Mass. Arch., vol. 8, 236.

2. Farley also provided a list of British Army prisoners, Mass. Arch., vol. 8, 236.

PETITION FOR COMMISSION FOR JONATHAN OAKES TO COMMAND THE  
MASSACHUSETTS PRIVATEER BRIG *Hawke* <sup>1</sup>

State of Massachusetts Bay

To the Hon'ble the Council now sitting in Watertown –

The Petition of Uriah Oakes and William Shattuck of Boston – Humbly  
sheweth

That your Petitioners owners of the Brige called the *Hawke* Burthen Eighty  
Tons armed with ten Carriage Guns, four Pounders, ten Swivells & fifty Muskets,  
five Hundred Weight of Powder & Shot in Proportion – navigated by Eighty Men;  
Jonathan Oakes Capt., John Smith 1st Lieut, John Dexter 2d Lt, Smith Kent  
Master – has on Board as Proviissions fifty Bls Pork & Beef three thousand Weight  
of Bread.

Said Brigt is designed to cruise against the Enemies of these united States –

Your Petitioners would therefore humbly request your Honors to Comission  
Said Brige & Comander for the Purposes above mentioned and as in Duty  
Bound shall ever pray –

W<sup>m</sup> Shattuck      Uriah Oakes

[Endorsed] In Council Novr 2d 1776 Read & Ordered that a Comission be issued out to the above named Jonathan Oakes as Comr of Said Brige he complying with the Resolves of Congress –

John Avery Dpy Secy

Boston Novr 2d 1776

1. Mass. Arch., vol. 166, 11.

CAPTAIN JOHN PAUL JONES TO COMMODORE ESEK HOPKINS <sup>1</sup>

[Extract]

*Alfred*, Tarpawling Cove 2d Novr 1776.

As the wind fell very light Yesterday Afternoon and had a Southerly Appearance – Captn Hacker and I thought it most Advisable to go thro' the Shoals – it was Dark when we got in here. – I found at Anchor the Privateer Schooner *Eagle* – Captn [Isaac] Field – And having examined her and found – John Dobie – and James Merihew belonging to the Fleet and Joseph Ryder & James King belonging to the Rhode Island Brigade – Concealed away below – I took them out with about Twenty – others agreeable to your Orders. –<sup>2</sup> I shall now proceed with all possible dispatch. . . .

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 97–98, NA.

2. Of this incident, Marine Lieutenant John Trevett wrote:

I went on board the Sloop *Providence*, Capt Histed Hacker, and I soon found we were to sail under the command of John Paul Jones, Esq. We sailed in a short time, and stopped at Tarpolin cove, where we found a small privateer belonging to Providence, commanded, I think, by Capt. Rhodes [*sic* Field]. Com. Jones sent for me on board of his Ship, late in the day, and gave me orders to arm and man our barge on board the Sloop, and he would have his barge manned and armed, and send along side our Sloop, and then we were to go along side, and while I was examining the Ships Articles I was to give the barges crews orders to press all we could, I did so and we pressed 25 men out of 35, and carried them out on a cruise on board the Ship *Alfred*, Com. Jones.

Trevett's Journal, NHS.

Justin Jacobs gives this version of the affair:

November. 1776

I Justin Jacobs being Prize Master of the Schooner *Eagle* Privateer Commanded by Capt Isaac Field –

Do declare and depose that on the first day of November 1776. – about 4 o'Clock P.M. We lying at Anchor with sd Schooner in Tarpaulin-Cove, a Boat from the continental Ship *Alfred* commanded by Jno Paul Jones came on Board sd Schooner – Jno Rathbone [John Peck Rathbun] an Officer of sd Ship having the Command of Sd Boat told Capt Field he had orders to bring sd Schooner under sd Ships Stern – Accordingly the sd Rathbone immediately with his Men weigh'd Anchor and carried her along side the Sloop *Providence*, & set a Guard over the same for the Night ensuing robbing sd Schooner of her Boat till the next Day – A little before sun-rise next Day, 2 Boats, one belonging to the *Alfred*, the other to the Sloop *Providence* with armed Men came on Board sd Schooner with the sd Jno Rathbone and Edmund Arrowsmith who was Capt of Marines on board the *Alfred*. Another Officer belonging on Board sd Ship, & one Philip Brown first Lieutenant of the Sloop *Providence*, Who said they had Orders from Capt Jones to come and examine whether any of his Men were on Board – Capt Field offer'd them to take what Men they could challenge – they said they had further Orders to take all the men on Board – That by Force and Violence they took out of sd Schooner 24 of their best Sea-Men at different times in different Boats, and carried them on Board the sd Ship and Sloop – That the People who came in sd Boats cutt away sd Schooners Main-Sheet and carried it off – likewise Stove in the

Bulk-Head forward – in the last Boat which came on Board were a Number of Indians armed, who were ordered by sd Rathbone (who told them he was come for another Load) to go into the Hold and prick about with their Cutlasses to discover any concealed Men, which they did – Rathbone abus'd the first Lieut of sd Schooner by heaving him on the Deck, and many other Acts of high insult were committed by Rathbone's Orders – Directly after, the sd Men were put on Board the *Alfred*, the said Ship and Sloop came to sail – That by means of the aforesd proceedings of the sd Jno Paul Jones the sd Schooner was detain'd 24 Hours –

I do further declare that Capt Field said, that he would put into the first Port where he could get a Main Mast & proceed on his Cruize – And that by means of his men's being taken out he proceeded to Providence – Justin Jacobs

Miscellaneous Collection, vol. 16, RIHS.

# COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gentlemen

Providence November 2nd 1776

I left Newport the 26th October last – The *Alfred* & *Hamden* were then under Sail going out, but on the 28th I receiv'd a Letter from Captn Jones, a Copy of which you have inclosed – I set off directly to Newport, and found the *Hamden* so much damaged, that she must be hove out – I put Captn Hacker with all his hands onboard the Sloop *Providence*, and they both Sail'd yesterday with their former Orders – I went from there to Kings County to the General Assembly, and applied for an Embargo untill the Continental Fleet was mann'd; but fail'd in getting it by two Votes, owing to a Number of the Members being deeply Concerned in Privateering – I am at a loss how we Shall get the Ships Mann'd, as I think near one third of the Men which have been Shipp'd and receiv'd their Month's pay, have been one way or another carried away in the Privateers – I wish I had your Orders giving me leave, whenever I found any man onboard the Privateers, not only to take him out, but all the rest of the Men – That might make them more Cautious of taking the Men out of the Service of the States –

I thought I had some Influence in the State I have lived so long in, but find now that private Interest bears more Sway than I wish it did – Shall go down to Newport in a day or two and do all in my power to get the New Ships, the *Columbus* and *Hamden* every way Ready for the Sea – though I think it may not be best to let any single one go for fear you might have some particular Service for a Number together –

A three deck Ship Prize of the *Cabots* arrived yesterday in the River.<sup>2</sup>

I could wish your Commissions would come for the Officers of the New Ships, or that you would give me Orders to Commission them, as they seem to be uneasy at not having them I am with great Respect Gentlemen [&c.]

E.H. –

1. Hopkins Letter Book, RIHS.

2. *New Westmoreland*.

*Providence Gazette*, SATURDAY, NOVEMBER 2, 1776

Providence, November 2.

Capt. [Thomas] Stacy, in the *Diamond* Privateer, has taken a Brig, having on board 1500 Quintals of Codfish, bound from Newfoundland to Spain, and sent her into a safe port.<sup>1</sup>



Capt. [Job] Pierce, in a Privateer belonging to East-Greenwich, has taken a Brig laden with Sugar, Rum, Cotton, Fustick, &c. bound from Tortola to Liverpool.<sup>2</sup> Another Prize we hear is taken by a Greenwich Privateer, both of them safe arrived.

A Ship is arrived at a neighbouring Port, in seven Weeks from Nantz, in France, with 3000 Stands of Arms, a Quantity of Gunpowder, Salt Petre, and other military Stores.

We just learn that the Brig *Cabot*, Elisha Hinman, Esq; Commander, in the Service of the United States, has taken and sent into a safe Port a Ship from Jamaica, bound to England, mounting 16 Carriage Guns, with 700 Hogsheads of Sugar on Board.<sup>3</sup>

#### At public Auction

On Tuesday the 12th of November will be sold, at East-Greenwich, the Ship *Belle*, Burthen 300 Tons, well found; together with her Cargo, consisting of 15015 Feet of Boards, 52600 Ditto of Ranging Timber, 47050 Shingles, 2900 Hoops, 71056 Staves, 22192 Feet of Spars, and 280 Quintals of Fish. The Sale to commence at Eleven o'Clock, A.M.

#### For Sale at public Auction,

The Prize Ship *Union*, and her Cargo; consisting of about 200 Hogsheads of Sugar, 45 Puncheons of Rum, 30 Bags of Cotton, 20 Bags of Pimento, 30 Tons of Fustick, &c. The Sale to begin on Thursday the 7th of Nov. inst. at Ten o'Clock, A.M.

On Wednesday the 13th Instant, at Ten o'Clock in the Forenoon, will commence the Sale of the Prize Ship *Thomas*, and her Cargo, consisting of Irish Linens, Dowlas, Sheeting, Mens and Womens Worsted Hose, Mens Silk Ditto, a great Variety of Calicoes, Chintz and Patches, Mens and Womens Leather Shoes, Bohea and Green Tea, Pepper, 10 Pipes of red Port Wine, bottled Porter, Geneva in Hogsheads, &c.

N. B. The Linens, Stockings, &c. will be sold by the Piece, Dozen, &c.

Notice is hereby given, that on Wednesday the 6th Instant, at Ten o'Clock in the Forenoon, will be sold at public Vendue, at Messieurs Thurbers and Cahoon's Wharff, in Providence, the Brig *Mary and Joseph*, with her Appurtenances and Cargo, consisting of best merchantable Codfish.

And on Thursday the 7th Instant, at Ten o'Clock in the Forenoon, at Mr. John Brown's Wharff, will be sold at public Vendue, to the highest Bidder, the Ship *Peggy*, with her Appurtenances and Cargo, consisting of Jamaica Rum, Sugar, &c.

Providence, Nov. 1, 1776.

Paul Tew, Sheriff.

The Officers and Men belonging to the private Sloop of War *Independence*, commanded by Capt. Jabez Whipple, may receive their respective Shares of all Prizes taken in her first Cruize, by applying to Mr. Ebenezer Thompson.

Jabez Whipple.

1. *Mary and Joseph*.

2. *Pasley*.

3. *New Westmoreland*. She was condemned as a legal prize on November 27, 1776, Admiralty Court Minute Book, vol. 2, 43-46, R. I. Arch.



JOURNAL OF LIEUTENANT WILLIAM DIGBY <sup>1</sup>

[Crown Point]

November 2. We embarked in our battows & long boats for Canada, & proceeded about 17 miles, where our small fleet were obliged to put into a creek, the wind blowing very fresh, though fair for us, but causing a deep swell which was not so safe for the battows; as to the long boats there was but little danger. Our soldiers called this place Destruction-Bay, and not unaptly, as there we saw the great execution the enemy suffered from the fire of our fleet, in the engagement on the 11th and 13th October. Some of their dead were then floating on the brink of the water, just as the surf threw them, these were ordered to be directly buried. During the night it blew fresh, & was attended with a fall of snow, which was the first we had experienced.

1. Manuscript journal of Lieutenant William Digby, Additional Ms. 32413, BM. Hereafter cited as Digby's Journal, BM. Published under the title *The British Invasion from the North, The Campaigns of Generals Carleton and Burgoyne from Canada, 1776-1777, With the Journal of Lieut. William Digby of the 53d, or Shropshire Regiment of Foot.* Illustrated with Historical Notes by James Phinney Baxter (Albany, N.Y., 1887; reprinted, New York, N.Y., 1970).

DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Long Island] 2nd Novr The *Fowey*, came down yesterday from her Station at the mouth of Haerlem Creek, and anchored in the harbour. She is appointed to Convoy a large fleet of transports, victuallers, and other vessels which are to sail for England in a short time. The *Mercury* replaced her in Haerlem Creek.

A Frigate went up the N. River this morning.

1. *Diary of Frederick Mackenzie* (Cambridge, 1930), I, 94. Hereafter cited as *Mackenzie's Diary*.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM <sup>1</sup>

[Extract]

*Eagle* [New York harbor]

Dr Sir

Novr the 2d 1776

By the Generals desire, about 150 Artillery & Baggage Horses, are to be at Whitestone this Evening. Your directions will therefore be necessary for transporting them across the Sound.

An application has been made to me for some countenance to be given to a Sloop which is to be employed for taking off some friends to Government from the Connecticut shore, under the direction of Govr [Montfort] Browne. I have given a note in consequence, to be delivered to Capt [Roger] Curtis by the Master of the Sloop, another to the Pilot Hoyt, for the *Senegal* to protect him on that Service.

A Representation was made to me yesterday that the Enemy have intended for some time to land with a number of Men, to do some piratical injury on Long Island they are said to have collected several Boats &c for this purpose at Newhaven I [have] given a letter thereupon to be delivered by the Persons

who bring the Intelligence, to Capt [George] Talbot; supposing they will find him off Huntington Bay.

He is therein desired to stretch Eastward of Newhaven at times, that by his appearance in those parts of the Sound the Enemy may be deterred from attempting to molest the Coasting trade, between Long Island & New York It is in the same letter signified that the *Senegal* should keep off Huntington Bay or to the Westward of the *Nigers* Station. . . .

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

### JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Saturday, November 2, 1776

The committee to whom Governor [William] Livingston's letter was referred, brought in a report, which was read:

The committee, to whom Governor Livingston's letter concerning some sailors in New Jersey was referred, beg leave to report, that they have taken into their consideration the unparalleled inhumanity and alarming tendency of a late act of parliament for obliging sailors taken on board American vessels to fight against their brethren and country; therefore,

*Resolved*, That the Sailors lately taken on board the Sloops *Phoenix*, the *Sally*, and the *Mary*, except such of them as belong to the United States, be immediately put on board some of the armed vessels of the United States, and compelled to fight against the Enemies of this country, and by thus executing the great and necessary law of retaliation, our Enemies may be induced to put a stop to a practice so dishonourable to human nature, and first taught the world by the british nation.

*Resolved*, that this resolution be extended to all Sailors hereafter taken on board british vessels.

That Robert Colefax, Richard Williams and Peleg Mansfield, natives of America be permitted to return to their families in New England.

*Ordered*, To lie on the table.

1. Worthington, C. Ford, *et al.*, eds., *Journals of the Continental Congress, 1774-1789* (Washington, 1904-1937), VI, 918, 919. Hereafter cited as Ford, ed., *JCC*.

### CONTINENTAL MARINE COMMITTEE TO BARNABAS DEANE <sup>1</sup>

Sir

Philada Novr 2d 1776

Inclos'd you have the Commiss[ion]s for the Officers of the Frigate in the State of Connecticut call'd the *Trumbull* you will perceive the Lieutens Commissions are not fill'd. I did not know but some Alteration might have taken place, tho' we have only the Names of the first & second Lieuts Vizt Jonathan Maltbay 1st Lieut & David Phipps 2d Lieut if they agree to go, you will then please to fill them up with their Names, & you with the Capt & Mr [Joshua] Huntington appoint the 3d Lieut, or if the others decline you will in the same

manner proceed to Appoint others in their Stead you have also Blank Warrants to be fill'd with proper Officers to be Appointed in the same manner. You will return to me a List of the Names of all the Officers, both Commission & Warrant as soon as possible after they are fill'd. You have also Inclos'd the Books, & some new Regulations. I Refer you to your Brother <sup>2</sup> who takes Charge of this for every other Instruction relative to the Frigate I wish you happy & am with Respect, Sir [&c.]

John Hancock pres

You have Blank Commiss[ion]s for Marine Officers, which are to be Appointed in same manner as mention'd before, of these you will also return a List. Take care of the spare Warrants & Commisss either Return them to me or destroy them I think there has been neither Capt nor Lieutenants for the Compa of Marines appointed, that you must appoint the whole

1. Deane Papers, ConnHS.
2. Simeon Deane.

#### JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Saturday November 2nd 1776

On the Recommendation of the Navy Board It is Ordered that Commissions issue to Captain Edward Travis appointing him Captain of the Brig *Raleigh* lately commanded by Captain James Cocke. And to Robert Gray appointing him second Lieutenant of the said Brigg. And upon the Information of Champion Travis Esquire that James Davis had returned to the Navy Board a Certificate of the review of his Quota of Marines. It is also Ordered that a Commission issue appointing him to be third Lieutenant of the Company under Captain James Foster. And Commissions were accordingly issued bearing Date this day.

1. H. R. McIlwaine, ed., *Journals of the Council of the State of Virginia* (Richmond, 1932), I, 223-24. Hereafter cited as McIlwaine, ed., *Journals of the Virginia Council*.

#### VIRGINIA NAVY BOARD TO CAPTAIN RICHARD BARRON <sup>1</sup>

Sir

Williamsburg Nov. 2d 1776

We have just receiv'd a letter from a member in Congress giving account of two arm'd Vessels cruising in the Capes of Virginia. you are therefore desir'd to reconoiter the coast often, and if you shou'd discover any arm'd Vessel acquaint this Board immediately. I am by order of the Naval Board [&c.]

Thomas Whiting 1st Comr

To Capt Richard or James Barron at Hampton <sup>2</sup>

1. Navy Board Letter Book, VSL.
2. Commanders respectively of the armed boats *Patriot* and *Liberty*.

#### VIRGINIA NAVY BOARD TO CAPTAIN GEORGE MUTER <sup>1</sup>

Sir

Williamsburg Nov. 2d 1776

Yours of the 28th past we have receiv'd with the several Papers inclos'd therein respecting Capt [Robert] Tompkins on which we have only to inform

you that we think Capt Tompkins gave just cause for his arrest, and that you ought to proceed immediately to his trial by a Court Martial agreeable to the rules of the Navy. we have lately heard that the Troops expected at Portsmouth on their way to the Northward are countermanded. you are therefore to take on Board all your Seamen and Marines and repair to your station at Hampton and to order all the other Vessels now at Portsmouth belonging to the Navy immediately round to York unless you shou'd be inform'd from undoubted authority that the Troops are on their way and will be at Portsmouth within a few Days. When the Vessels arrive at York the Captains are to apply to the Board for further orders. By order of the Naval Board [&c.]

Thomas Whiting 1st Comr

To Capt George Muter Portsmouth <sup>2</sup>

1. Navy Board Letter Book, VSL.
2. Muter commanded the galley *Hero*.

VIRGINIA NAVY BOARD TO CAPTAIN WILLIAM SKINNER <sup>1</sup>

Sir

Williamsburg Novr 2d 1776

You are to proceed with your Vessel immediately to Portsmouth and deliver eight of your Guns to Captain John Harris of the Brigg *Musquetto* with such of your small Arms and Stores as you may think unnecessary for your intended Voyage to the West Indies or at least such of them as he may want and if any of them remain you are to bring them with you to York when you return there and deliver them to Mr Thomas Archer who will receive them, the Guns and clean your Vessel and get her properly and floord for the foreign West Indies and to return to York and apply to this Board for further instructions. By order of the Navy Board [&c.]

Thomas Whiting 1st Comr

To Cap William Skinner of the Sloop *Congress*

1. Navy Board Letter Book, VSL.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston]

Saturday 2d November 1776

A Letter was wrote to Clement Lempriere Esqr –

South Carolina November 1st 1776

Sir/

The Commissioners of the Navy having been Informed, that you have Engaged with his Excellency, the President to Build a Row Galley for this State, They desire that you will as soon as Possible, Acquaint them by Letter on what Terms you are to Build the said Galley, the Particular Dimensions, when she is to be finished, and what Quantity of Iron will be wanted to Compleat her – I am Sir [&c.]

Edward Blake 1st Commissr –



Copies of the above Letter were sent to Paul Pritchard, James Black, & Stone & Russell,

The following Letter, containing Orders for Capt. Pickering was reported to the Board by Mr. Hall, the same being read was agreed to.

Navy Board Chas. town 2 Novemr. 1776.

Captain Thomas Pickering

Your Commission as Captain of the Brigantine of War *Defence* will be delivered you with this, together with Commissions & Warrants for your Lieutenants & other Officers, which you will have read to your ships Company that they may know who to Obey in their different stations & then deliver them to each Officer respectively before you proceed to Sea – You will also receive from the Clerk of this Board the following Papers Rules of Discipline & good Government to be observed on board the Vessells of War belonging to the state of South Carolina, which you will Cause to be frequently read to Your ships Company – Instructions for the Captain or Commander of any of the Vessells belonging to this State, – Instructions for the Lieutenants – Instructions for the Master – Instructions for the Purser – Instructions for the Carpenter – Directions for the Gunner & Armourer – Directions for the Boatswain & Sailmaker – which you will deliver to the Different Officers after Making your Clerk enter them in a Book for that Purpose

The *Defence* having her Guns, Amunition, stores and Provisions on board & being every way equipped for a Cruize You are hereby directed to embrace the first favorable Opertunity of proceeding to sea, And after you are over the Barr, Steer along the Coast untill you arrive off St. Augustine keeping a good look out for a Sloop Commanded by one Osborne which has been fitted out from thence & is said to be Cruizing upon this Coast which you are to use every Possible means to take – After you have been off St. Augustine You are to proceed to Cape Francois in Hispaniola, where there is the greatest reason to Think you may procure Seamen, which is in the most particular manner recommended to you & that you use every endeavour to ship as many as your Vessel can Conveniently bring, for which purpose there is put on board the *Defence* 16 Casks of Indigo Amotg to £ 7032..10.. Currency which upon your arrival, You will put into the hands of Mr. Duraseau, or the most capital Merchant there to sell for Cash, that You may be enabled to pay the Bounty to the Seamen you may Ship, & purchase such provisions & necessaries as you may want, after which You are to procure a quantity of stores necessary for the Navy, that is, such which cannot be procured here, for Instance, Canvas, Twine, Quadrants, Paint, Oil, Compasses, sand Glasses, Slops for Seamen, 6 & 4 lb shot, & Grape Shott, the remainder of the money to be invested in good Muskets with Bayonets, which you are carefully to examine, as some which are not proof have been sent out to the French West Indies, You will bring with you proper accots. of the sale of the Indigo, & Vouchers for the Monies Laid out – If You should Meet Mr. Provoaux at Cape Francois,

& he has purchased any heavy Cannon for the use of this State, You are to take two of them in the *Defences* hold & shott for them, if it can be done without any detriment or disadvantage to the Vessell, – In case of Your Death the command is to devolve to Your first Lieutenant & should he fall the 2d: Lieutenant succeeds, & so in rotation – You have Liberty to cruise for three Months from the time of your sailing, during which You are to sink, burn, Take, or destroy any ship, or Vessel, belonging to the King of Great Britain, or the subjects of Great Britain, Ireland, the British West India Islands, East & West Florida, Hallifax, Quebec, or Newfoundland, observing that any Prizes which you may take, a Carefull good Officer is to be put on board as Prize Master, Together with a Sufficient Number of Men to Navigate them to Charles Town or any convenient inlet in the State of South Carolina where all Your prizes are to be sent; should it happen that you are fortunate enough to take a prize, or prizes, early in Your Cruize near the Islands, it is recommended to You, to send her forward, and go into any French or Dutch Port that may be most Convenient, & supply Your Vessel with more Men, Continuing your Cruize till the Time Limited, unless You think it necessary to convoy any Prize you may take to this Coast, in which case it is left to your own Discretion, so that you do not Exceed the Limit of your Cruize, allowing for usual Passage from Your Cruizing Ground which is Left to Yourself to chuse & to return by the way of St Augustine, & scour the Coast from thence to this Port. – You are to Treat any Prisoners you may take, with the greatest Humanity & Tenderness, & upon no Consideration, suffer the Honour of the American Arms to be stained by any Act of Cruelty or Inhumanity, if any Seamen that you take are Inclined to enter into the Service, give them the Bounty, & allow them the same wages as Your other Men receive, from the time they sign the Attestation – You are to take every Opportunity that may offer, to advise the Commissioners of the Navy where you are, & of Every Transaction that may happen, worth Communicating to them – Your Letters are to be directed, To Edward Blake Esqr. First Commissioner of the Navy Board Charles Town So Carolina –

1. Salley, ed., *South Carolina Navy Board*, 16–19.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS <sup>1</sup>

Duplicate./

Sir.

Antigua 2d November 1776

I have the pleasure to acquaint you, this moment arrived in English harbour, the *Putnam* Brig Privateer of 12 Carriage Guns and 80 Men, belonging to Rhode Island, Christopher Whipple, Commander; taken by His Majesty's Ship *Portland*, Captain Thomas Dumaresq, Commander, in the Latitude 32°..20' North, Longitude 60°..22' on the 18th October last.

I am sorry to add, that before the *Portland* met with her, She had taken the Merchant Ship *Cambden*, from this Island bound to London, which Sailed from St Johns the 1st October last; and by which I sent my Dispatches of the



30th September past; Duplicates of which I have forwarded by the Convoy that is to Sail from St Christophers the 4th Instant. I am Sir [&c.]

Jam<sup>s</sup> Young

1. PRO, Admiralty 1/309.

VAN BIBBER & HARRISON TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Extract]

Gent – [St. Pierre, Martinique] November 2nd 1776.

. . . Inclosed you will be pleased to find an invoice and bill of lading for the goods we now ship you by the *Molly* Captain [Thomas] Conway amounting to £3944.19.10 this currency . . . <sup>2</sup>

We have put as much salt on board as the Captain judged it prudent to take, and all the woolens we were able to procure of any kind. We should esteem ourselves very happy to supply you with a sufficiency of these useful articles, but as vessels and seamen are both scarce, apprehend we cannot furnish you with near the quantity required of the first and the latter is really not to be had at any rate just now, tho' we expect there will be some out soon.

The most convenient way of getting dry goods would be, we think, to give Capt Conway leave to cruize a week [or] two to windward of the Island when he comes out again. By the time he gets back, if dispatched quickly, there will be fine pickings among the outward bound West Indiamen.

1. Correspondence of Council of Safety, Md. Arch.

2. In Naval and Maritime Papers, Md. Arch., a "Freight List of the Sloop *Molly* Capt Thos Conway from Martinique for Maryland," November 2, 1776, shows 197 casks of powder shipped to the Council of Safety as well as 333½ barrels of salt. Miscellaneous cargo was also carried for individuals. Freight of 7½ percent was charged on all except shipments to the Council of Safety.

WILLIAM WATERMAN TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

[Extract]

Martinequa Novr 2nd 1776

. . . With regard to fitting My Sloop with Guns it is Verrey Defecult to geet 3 or 4 pound Canon but I have Boughte Six 3 pounders with Careges all Compleat and Expect 4 More in two or three days with some Swiv[e]lls but thaire is so many Vessells Fiting From this Island that small Canon is Verrey Dear Mine when all Compleate will Cost Not less then Seven Hundred Livers Apair Small Arms of the Best Qualety is Sixty livers I have Purchest 100 arms that Has ben in Youse but are Verrey good with Good Bayenots for thirty livers P piece the Other Hunderd I shall Endevere to geet of The Best Qualety I Have purchest Five Thousand of Powdr at two livers P pound & Expect the rest at that rate or Some thing Lower Which is Considerable Lower then has been Purchest for in Martineque For One Year Past at present I am fiting My Sloop in the Best Maner with Sails And Rigen & Shall geet Ready & Shall make All the Despatch that is possable and Sail the First opertunety which I Hope wonte be longer then the 15th of this Month But it is Verrey on Certain as thair is two Ships [and] Three Tende[r]s a Crusing of [f] this Island and som Times Comes withen Reach of the Forts but The Reasson is the French Fregett that was Keep the Coste Clear and

to proteck't the Americans was Dismasted and is Now Repairing In Point Peter Gardeloupe thaire is now two Privateers from Philedelphia lying in St Pers And Two More a fiting Oute Yesterday Arived A Fr[i]get and Two Transports with three Hundrd French Solders From France and thair is 4 Thousand More Expected Every Day and it is Expected that War will be declard with in Six Months Between France & England we have Recd the On Hapy news of New York being taken which seems to Afect the French Verely Much as thay are Verely fearfull that amereca will be forste to give up to England or that the Despute being setteld and then thay Say that thay will have two powers in Stead of One to Encounter with — But as long as they Have Aney Hops of the Amerecans standing to thair Entergerity thay will Suply us with Everey Nesecery We wante —

1. Letters to the Governor, 1776–1777, vol. 9, R. I. Arch. Waterman, commanding the sloop *Diamond*, owned by Governor Cooke, had arrived at Martinique on October 16 to find a dull market for his cargo of flour and fish.

### 3 Nov. (Sunday)

CAPTAIN CHARLES DOUGLAS, R.N., TO CAPTAIN RICHARD PEARSON,  
H. M. S. *Garland*<sup>1</sup>

By Charles Douglas Esqr Captain of His  
Majesty's Ship *Isis*, and Senior Officer  
in the River St Lawrence

His Excellency General Carleton, Governor of this Province, & Commander in Chief of His Majesty's Army employed therein, and on the Frontiers thereof; having by his Letter to me of the 21st Ultimo, dated at Crown point; set forth, That the proximity of the Rebels to Lake Champlain (notwithstanding the late defeat of their Fleet) renders it absolutely necessary, that some Ships of War, do Winter in this River to the End that as many of the Men and Officers thereunto belonging as can be spared therefrom, may be employed on the said Lake, as early as possible — You are hereby required and directed to get His Majesty's Ship which you Command, brought into such State as may be proper for laying her up in the Cul au Sac of Quebec for the Winter without loss of time.

And Whereas His Majesty's Ships and Vessels, as per annexed List, are also directed to winter in this Province, You are to take them under your Command, And to employ them, their Crews, or any part of their Crews, Cannon, Amunition, Stores &c or any part thereof, in such manner, as according to your Judgment, And in Co-operation with General Carleton, and the Land forces under his Command, shall be most conducive towards promoting the good of His Majesty's Service, either on this River, or upon the Lake aforesaid — Until the Right Honorable the Lord Viscount Howe Commander in Chief of His Majesty's Ships in North America (under whose Command you are to consider yourself) or other your Superior Officer, shall have been pleased otherwise to direct.

And Whereas divers hired Transports do yet remain in this Province — particularly at Sorel; It is hereby strongly recommended, that you do your utmost to get them out of this River before the Winter sets in. The Directions of the Admiralty to me are that they repair to Spithead.

So soon as the Navigation opens in the Spring ensuing, you are to send an Account to our Commander in Chief at Halifax, of the State & Condition of His Majtys Ships and Vessels under your Command; And of His Excellency General Carletons, and your own joint Views of Service for the Ensuing Summer.

And Whereas His Majesty's Sloop the *Beaver* is shortly expected here; You are not to detain her, providing She arrives before the 20th of this Month; Nor any other of His Majesty's Ships arriving previous to that period, but to suffer them to depart to follow their former Orders, Unless the Weather should be such, as to render very dangerous the departure of any such at so late a Season of the Year; In which last supposed Case, You are to be very careful, in assigning a proper Place for every such Ship or Vessel to Winter in, as also for such hired Transports as cannot get away.

Whereas moreover several Victualling Ships are now in the River St Lawrence tho' they be not in the Navy departmt, It is nevertheless recommended to you, to be aiding and assisting with Men (and your good Council if acceptable) towards getting the same delivered of their Provisions in such due Season (if that be now possible) as that they may yet be able to leave the River St Lawrence, before the Winter be confirmedly set in.

For the due performance of all the foregoing, as also for your acting in all things, for the Public weal in zealous Co-operation with His Excellency aforesaid, or others, having Command in His Majesty's Land Forces under him. This shall be your Order.

Given under my Hand, on board the *Isis* off Quebec, Novemr 3d 1776.

Ch<sup>s</sup> Douglas

(A Copy) Rd Pearson

[Endorsed] No 8 In Lord Howes Lre of the 15 Jany 1777

1. PRO, Admiralty 1/487.

#### JOURNAL OF H. M. S. *Lizard*, CAPTAIN THOMAS MACKENZIE <sup>1</sup>

November 1776

[Off South Coast of Nova Scotia]

Saturday 2

Saw a Sail in the NW Quarter. Got up Top Gallt Yards & gave Chace. Fird 4, 3 prs & 1, 9 pr at the Chace, but she still kept her Course

Sunday 3

Fired 2 three & 1 nine Pr at the Chace wh made her bring to. Sent the 1st Lieut in the Cutter to board her. found her a Privateer of 5 guns & 23 rebels

Brought the Rebels aboard & sent an officer & nine Men onbd the Prize

1. PRO, Admiralty 51/550.

#### COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gentlemen

Providence November 3rd 1776 –

I receiv'd yours of the 10th October this day; and am extremely unhappy in not receiving it in time, as Captn Jones in the *Alfred*, and Hacker in the *Providence* Sail'd two days ago well Mann'd – and the Ships now here are the two New Ships,

the *Columbus*, and *Hamden*, – The *Hamden* must be repaired before She can Sail, and the Ships are not more than half Mann'd – however I am glad to receive your Orders for an Expedition to the Southward that I may have it in my power to Convince the Gentlemen in every State that I have nothing at heart but the Common Cause – without any partiality to any particular State – this you may rely on that I will attempt to put your Orders in Execution if I am obliged to do it with a Single Ship, although Shall do all in my Power to get all the Force here with me that possibly can be Mann'd – If I can't get the whole Mann'd next week, Shall take the Men out of some to Mann the others & leave them with a few Officers to take Care of them untill they receive your further Orders – I am with great Respect Gent. [&c.]

E.H. –

1. Hopkins Letter Book, RIHS.

JOURNAL OF H. M. SLOOP *Senegal*, CAPTAIN ROGER CURTIS <sup>1</sup>

Novemr 76	In the [Long Island] Sound
Saturday 2d	At 11 AM recd Advice that the Rebels landed at a place to the Etwd to plunder at ½ past weigh'd & run out of the Bay to the <i>Niger</i> , made signl to speak with her and fired Guns. Do Wear [Fresh Breezes & Hazey] at 1 PM the Capt: went on board the <i>Niger</i> at ½ past ret'd made Sail to the Etwd at 5 Anchd with the Bt Br in 7½ faths in Satocket bay & Veer'd away to a whole Cable Mount Misery EbS 2 Ms Church SSW. 3 Ms
Sunday 3d	at 5 AM found the Rebels had quitted that place and gone to New Haven. The <i>Niger</i> Anchd here with the <i>George</i> arm'd Sloop.

1. PRO, Admiralty 51/885.

MAJOR GENERAL PHILIP SCHUYLER TO THE NEW YORK CONVENTION <sup>1</sup>

[Extract]

Albany, Novr 3d, 1776.

I wish the Convention would order the Depth & Breadth of Hudson's River to be carefully taken at such place as they conceive would be most proper effectually to obstruct the Navigation – Ver plank's Point or Jan Kanten Hook may be proper places, perhaps the latter the most eligible of any – I propose taking the earliest Opportunity that is afforded me to prepare every thing for it – At present I cannot, as I have neither Troops Nor Carpenters – the latter being all employed in constructing Barracks.

1. Schuyler Letter Book (25 February 1775–19 November 1776), NYPL.

JOHN HANCOCK TO THOMAS CUSHING <sup>1</sup>

[Extract]

Philada., 3d Novr., 1776

Dear Sir, – By Capt. Manly [John Manley] I sent you the Warrants for the Officers. I now Inclose you the Commissions for the Officers of the Ships and of Marines. I have not fill'd in the names, you will therefore please to fill in the Names of such as have been already appointed, but in case they Decline you will



fill them with such as you and the Captains and Mr. Agent [John] Bradford shall Judge proper, as it will not answer to Delay. You will send me a List of all the Officers to these Ships as soon as compleat.<sup>2</sup>

Inclos'd are Capt. Manly's orders open for your perusal, do hurry them on as fast as possible. Inclosed you have some new regulations respecting Prizes. . . .

If any thing else be needful for the Ships, let me know by Express, if no other way, but I think I have sent you every thing necessary.

1. *Proceedings of the Massachusetts Historical Society* (Boston, 1927), LX, 115–16.

2. Continental frigates *Boston* and *Hancock* outfitting in Boston harbor.

RICHARD HENRY LEE TO THOMAS JEFFERSON<sup>1</sup>

[Extract]

Philadelphia 3d Novr 1776

. . . By every account from Lake Champlain whe [we] had reason to think ourselves in no danger on that water for this Campaign. Nor did Gen. Arnold seem to apprehend any until he was defeated by an enemy four times as strong as himself. This officer, fiery, hot, and impetuous, but without discretion, never thought of informing himself how the enemy went on, and he had no idea of retiring, when he saw them coming, tho so much superior to his force. Since his defeat our people evacuated Crown point, and joined their whole strength at Ticonderoga. We do not hear the enemy have thought proper to visit them there, and the Season must now stop operations on the Lake. on the borders of the Sound it has been a war of skirmishes, in which I think we have gained 5 or 6. Never was a Ship more mauled than a Frigate that lately attempted Fort Washington, she had 26 eighteen pounders thro her and most of the guns double shotted. . . .

Among the various difficulties that press our Country, I know of none greater than the want of Ships and Seamen – Perhaps a good basis for remedying the latter might be an alteration of the Act of Assembly for binding out Orphan & poor Children, and direct that, for some time at least, the whole of such children should be bound to the Sea. Without safe Ports to build ships in, and give protection to foreign Vessels, our trade must long languish. Would it not [be] proper therefore, to make Portsmouth and Norfolk immediately as strong as Cannon can render them, by adding to the guns already there as many from York as will answer the purpo[se] Gen. [Adam] Stephen tells me that the works he laid out at Portsmouth will put (if properly gunned) that place in a state of security from any Sea force that can come against it. The Cannon are of no use at York, experience proving incontestibly, that Ships will pass any fort or Battery with ease, when favored by wind and tide. The quantity of seasoned timber said to be in the neighborhood of Norfolk would furnish a number of fine Vessels, whether for fighting or for commerce. I think the large Sea gallies that carry such a number of men for war and for the navigation part of the Vessel, are well contrived for the defence of our bay and for raising seamen quickly. I sent our Navy board a draught of the large gallies building here by order of Congress. It seems to me, that for the different purposes of battery and Ships our Country could well employ a thousand Cannon. How very important it is that the Cannon foundery on James river should be pushed on with all possible vigor and attention. . . . Let us have Can-

non, Small Arms, gunpowder, and industry; we shall be secure – But it is in vain to have good systems of Government, and good laws, if we are exposed to the ravage of the Sword, without means of resisting – This winter will be an age to us if rightly employed. Let us get strong in Vessels, Troops, and proper fortification in proper places. Let us import plenty of military stores, soldiers cloathing, and Sail cloth for tents, shipping &c[?] – I do not think our armed Vessels can be so well employed in any other business as in [?] two or three trips to the French & Dutch Islands for these necessaries, carrying Tobo & fine flour to purchase them. . . .

1. James Curtis Ballagh, ed., *The Letters of Richard Henry Lee* (New York, 1912), I, 222, 223–25. Hereafter cited as Ballagh, ed., *The Letters of Richard Henry Lee*.

#### CAPTAIN JOHN KILTY TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Honered Sirs/

Baltimore November 3 1776

On friday Last [November 1] we finnished heaving down the Scooner *Ninety Two* And yesterday I Called A Survay of Masters of Ships On her Standing Rigging they gave their Opinion that the Rigging was Suffiti[e]nt for A voige her fore Mast is bad I intend to get it Out tomorrow And Check it Or get A New One I intend to begin to Loade On tuesday next [November 5] the searscity of men to work is incredible As to Sailors there is not One to be got Mr [Thomas] Smith cannot Supply me with Any cordage but I believe Mr [William] Lux can furnish us with what we want, the *Resolution* has 20 hogsheds tobacco And 220 barrils flower in She will be Loaded this next week I Am Honrd Sirs [&c.]

John Kilty

1. Red Book, XVI, Md. Arch.

#### 4 Nov.

#### PROCEEDINGS AT FORT CUMBERLAND, NOVA SCOTIA <sup>1</sup>

[November 4]

On the 4th of Novr the Command boat was sent with Provisions to a small party which had been posted at Chepodia [Shepody] to interrupt deserters and to cutt off their communication from Machias thro. the River Petiwtiak [Petitcodiac] to this Province. The People in the boat first discovered the Enemys being in the Country immediately return'd with an information which they received from the Inhabitants, that on the 25th Octr a Number of boats from the Westward with about Two hundd Men, includg near fifty Indians, Surrounded and took that Detachment of the Regiment and carried them to Machias.

The remainder of this body of the Enemy dividing themselves into three Divisions, two of which went to stop the Communication from Cumberland to Halifax, the other up the river Cocan [Cocagne] and Merimiche [Memramcook] to collect Indians and others

The Transport Sloop with our Winters provisions and Stores that arrived into this Harbour the 25th Octr under Convoy of the *Juno*, which soon after sailed got into Cumberland Creek, near the Garrison. A Night Guard was placed for her protection, and spies sent out in the Country to reconitre but they not returning about the time they were expected and hearing various reports of the Enemy from the Country People, the Guards were Augmented and the whole Garrison employ'd



to complete the Works, and put the fortification in as respectable a situation as time and circumstances would admit.

1. "Extract of a Journal. The Proceedings at Fort Cumberland on the Isthmus of Nova Scotia, during the late investment and attacks on the Fortress by the Rebels." PRO, Colonial Office, 217/53, 1-2, DAC Photocopy. Hereafter cited as Proceedings at Fort Cumberland, PRO, Colonial Office, 217/53, DAC Photocopy.

#### JOHN LANGDON TO JOHN HANCOCK <sup>1</sup>

[Extract]

Sir

Portsmouth 4 Novr 1776 -

The Letter from the Honle Marine Commee of the 9th Ultimo I received last week with the order on the Committee at Providence for the Cannon . . .

Immediately on my Receiving the order for Guns I dispatched Cap. [George] Wentworth for Providence with a Letter to Messrs Clarke & Nightingale who are of the [Providence] Committee & were for my haveing the Guns to forward as Soon as possible but as I had heard they had got the Guns on board "took care to make this Proviso" if the Guns could be had without injuring the Service this gives me pleasure as I find it Coincides with the Opinion of the Honle Committee as mentioned in their Letter which I've received Since by Cap Falconer, The answer I received was, that the Ships were Compleated & delivered to the Honle Stephen Hopkins Esqre who tho't the Guns could not be delivered without Injury to the Service; am very glad they have given such dispatch for the last six weeks to those Ships as to have them ready for Sea, Tho' I humbly conceive it has been of no small Assistance to the Dispatch by haveing most part of the Continental Fleet there this Season - Cap. [Nathaniel] Falconer has examined our Ship [*Raleigh*] & who is a Gentleman well acquainted with Maritime Matters to whom I beg leave to refer the Honle Committee as to her forwardness I should be very happy if the Guns could be forwarded, from Connécticut Philadelphia or out of the *Alfred* or *Columbus* if they are not to go to Sea soon as I am verry fearful we shall not have a hand left on board unless the Guns are forwarded soon & a prospect of the Ship's going to Sea, there-being the Greatest Demand for Officers & Seamen to Man the Privateers; hardly week passes but more or less leave the Ship, tho' we keep the best look out possible to prevent them & some severely punished (who have been taken as Examples []) at least five Hundred Men have gone from this Town since last May who would have gone in the Ship if wanted had the Guns been ready -

Honle John Hancock Esqre

President of the Honle

Continental Marine Commee

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

#### CAPTAIN JOHN FOSTER WILLIAMS TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston, November 4]

I beg leave to Inform your Honours that I Sail'd in the State Sloop *Republick* from Nantasket on 9th Octor on A Cruze, meet with Nothing remarkable till the 12th. when Accidentally jibed on the Main boom & broke him off 6 feet from the Mast at the same time Carried away part of our Head peice. the Next

day got fitted & Main sail bent Again proceeded on our Cruze till the 14th in the Lattde. 40:0 Longde. 68:18 West spake a Schooner from Cape Nicholor Mole bound for Nova Scotia was taken by two Privateers & bound to Providence <sup>2</sup> we Altered our Course to the Eastward on the 19th saw a Brigantine standing to the Westward in Lattde. 39:39 Nth Longd 64:46 West Gave Chace but our Sloop proveing so Crank that we Could not carry sail, & Night Comeing on we lost sight of the Chase – on the 22d Lattd. 40:42 N Longd 61:28 Wt we took A Schooner from Anoplos [Annapolis Royal] bound to the West Indies Commanded by John Akins, put Onboard Saml Mayhew prize Master & Nine men, took Onboard the Capt & three of the crew & Orderd the Schooner to some port in this State. that night spake A Privateer Brigantine from Beverly Smith Comander.<sup>3</sup> on the 24th in Lattd. 42:58 N Longd 56:36 W we Took the Ship *Julias Ceaser*, Commanded by Ezariah Uzuld from London bound to Halifax took the Capt & 22 Men Onboard & put Onboard the Ship my 2d Lieut. & 14 Men left Onboard the Ship 2 Gentlemen Passengers the Mate & 2 hands. the Sloop being in such A Shattered Condition & haveing so many Prisoners Onboard I thought It Expedient to put Away for Boston with my Prize & on the 31st it being Very dirty weather & Blowing hard lost sight of my Prize & in the Morning found our Main boom sprung. on the 3d Novr Arrived safe in Boston Harbour. Prisoners brought in with us are the Capt of the Ship, the Capt of the Schooner & twenty five men –

I beg leave to Represent to your Honrs. the true State of the Sloop *Republick* her boon [*sic*] carried away, one of the Chain plates broke, her sails & Rigging much shatter'd owing to her Labouring much in A sea, togeather with her being Very Crank & A bad Sailing Vessel upon the Wind render her as I Humbly Conceive (without some Alteration) unfitt for the service of the State, but as it is my Opinion that she may be made a serviceable Vessel with proper Alterations I therefore pray your Honors to take the same into Consideration & Order such as your Honors shall think Necessary & as in Duty bound shall ever pray &c

Jn<sup>o</sup> F Williams

[Endorsements]

In Council Novr 5th 1776 Read & thereupon Ordered that Moses Gill & Willm Phillips Esqrs with such as the Hon'ble House may join be a Comittee to take the Above Representation of Said Jno F. Williams under Consideration & Report what is necessary to be done thereon relative to Said Sloop – Sent down for concurrence

John Avery Dpy Secy

In the House of Represent[ative]s Novr 6, 1776

Read & Concurred and Colo Orne Mr Drew & Mr Nye of Sandwich are joined  
T. Dalton Spkr pro Tem <sup>4</sup>

1. Mass. Arch., vol. 211, 119–20. Date is approximated and based on endorsement.

2. The schooner *Property* taken October 10, 1776 by the Rhode Island privateers, the sloop *Montgomery* and schooner *Eagle*. She was condemned as a legal prize on November 18, 1776, Admiralty Papers, vol. 9, R. I. Arch.

3. Elias Smith commanded the Massachusetts privateer *Washington*, commissioned October 3, 1776.

4. The committee found the *Republic* unfit, and recommended that the state “dispose of said Sloop for the most She will fetch, and that some more Suteable Vessel, be Procured for said Williams . . .,” Mass. Arch., vol. 211, 118, 121.

PETITION FOR COMMISSION FOR JOHN STEVENS TO COMMAND THE  
MASSACHUSETTS PRIVATEER SLOOP *Satisfaction*<sup>1</sup>

State of the Massachusetts Bay –

To the Honble the Council now setting in Watertown

The Petition of Tristram Dalton of Newbury, Joseph Russell, Joseph Barrel  
& Job Prince of Boston –

Humbly Sheweth –

That your Petitioners Owners of the Sloop *Satisfaction* burthen Ninety Tons, armed with fourteen Carriage Guns, four Pounders, twelve Swivels, Seven hundred Weight of Powder, with Shot in Proportion Navigated by one hundred Men, John Stevens Capt. Joseph Drinkwater 1st Lieut John Bartlett 2d Saml Brown Master – has on Board as Provisions, five Tons Bread Seventy Bls Beef & Pork – twenty Bushls Peas – Said Sloop is intended to cruise against the enemies of the united States –

Your Petitioners would therefore humbly Request your Honors to Comission said Sloop & Comander for the Purposes above mentioned & as in Duty bound Shall ever pray

John Stevens

In behalf of the owners

Boston Novr 4t[h] 1776

[Endorsed] In Council Novr 9t 1776 Read & Ordered that the Prayer of the Above Petition be granted and a Comission be issued out to the Above named Comander he complying with the Resolves of the Congress –

John Avery Dpy Secy

1. Mass. Arch., vol. 166, 15.

CAPTAIN STEPHEN MASCOLL TO NATHAN CUSHING<sup>1</sup>

Massachusetts Bay	}	To the Honble Nathan Cushing Esqr Judge of the Mari- time Court for the southern District –
Southern District		

Be it remembred that on the fourth day of November in the Year of our Lord one thousand Seven hundred & Seventy Six – Stephen Mascoll Commander of the Private armed Commissioned Schooner calld the *General Putnam* & the Officers marines & mariners on board the same the owners thereof & all Concernd therein claims a Large Part of the Ship *Betsey* her Cargo & appurtenances against which a Libel is filed in sd Court in behalf of Thomas Nicolson commander of the Private Armed Commissioned Sloop called the *America* & the truth of the facts Containd in said Libel is to be Tried in Sd Court on the Second Tuesday of November Currant & the said Mascoll says he & his Company in sd Schooner & sd Nicolson and his Company in sd Sloop at the time & for the Causes set forth in said Libel did jointly take said Ship in manner aforesaid Wherefore he prays the same Ship her Cargo & appurtenances may be decreed to be forfeited and such Part thereof assignd to the Claimant for his own use and the use of Others Concernd therein as the Law directs –

A True Copy

Stephen Mascoll.

attest Bartlett LeBaron Regr

1. FDRL.

LIBEL FILED IN THE EASTERN DISTRICT ADMIRALTY COURT OF MASSACHUSETTS  
 AGAINST THE PRIZE BRIGANTINE  
*Henry and Ann* <sup>1</sup>

State of the Massachusetts Bay, }  
 Maritime Court, Eastern District } To all whom it may concern.

A Libel is filed before me, in Behalf of this State, and the Officers, Marines and Mariners on board the armed Brigantine *Massachusetts*, against the Brigantine *Henry and Ann*, Robert Farra late Master, her Cargo and Appurtenances said to be in the Service of the Enemies of the United States, and taken and brought into said Eastern District. And for the Trial of the Justice of the said Capture, a Maritime Court will be held at Pownalboro', East Precinct, on Thursday the 14th Day of November, 1776; when all Persons that are any Way concerned in said Brigantine may appear and shew Cause, if any they have, why said Brigantine, her Appurtenances and Cargo, should not be condemned

Tim'y: Langdon, Judge of said Court.

1. *Boston Gazette*, November 4, 1776. Libels were also filed this date against the schooner *White Oak* and *Sally* taken by the privateer sloop *Putnam* of Falmouth, Maine.

*Boston Gazette*, MONDAY, NOVEMBER 4, 1776

Boston, November 4.

The beginning of last week arriv'd at Dartmouth, a vessel from St. Eustatia, in 17 Days, with 6 & 9 pound cannon, duck, &c. &c. The master of which says, that the governor told him that by the time he sailed War would be declar'd in France against England.

We have certain Advice, That a Vessel in the Service of the United States, arrived at a safe Port last Week from Nantz, in France, with 3000 Stands of Arms, 300 Barrels of Powder, 100 Boxes of Tin, &c. &c.

Last Evening returned here from one Month's Cruis[s]e, Capt. [John Foster] Williams in a Sloop belonging to this State; in which Time he took the Ship *Julius Caesar*, of about 400 Tons Burthen, Capt. Azariah Uz[a]ld, mounting 10 Carriage Guns, besides Swivels, and had 25 Men. She was bound from London for Halifax, laden with some Woolens, Linens, Provisions &c, the Amount of her Cargo is said to be about 11,000 Sterl. and may be hourly expected as she was [left but 2] or 3 Days ago. — Also a Schooner, Atkins, Master, bound from Annapolis [Royal] for the West Indies, laden chiefly with Fish, which is also soon expected.

We hear from the Eastward, that on Friday the 20th of September last, a number of persons belonging to the private armed schooner *Hannah and Molly*, Agreeen Crabtree master, went into the port of Liverpool, in Nova-Scotia government, and crossed by land 'till they came within call of a large ship of 500 tons, mounting 4 carriage guns, 4 cohorns, and 4 swivels, the leader of the party hailed the ship and desired them to send the boat on shore; accordingly the mate came with the boat: The privateers-men got into her, went on board the ship and took her — They brought the guns to bear upon a brig loaded for England, and ordered the master of the brig to come along side the ship, with the brig —



They then striped the ship of every thing valuable, and put the effects on board the brig, and let the ship go on shore, and came off with the brig. The same crew also, at the same time took two schooners and a sloop; the schooner and sloop have arrived, but the brig had not arrived in port the 6th of October, so that we fear she is retaken. The Captain of the privateer was so careful as to put all the guns and cannon, with a quantity of powder on board his own privateer, so that they have arrived safe. The schooner and sloop had nails, fish and a number of valuable articles on board.

Wanted Immediately  
A Surgeon for the Sloop *Rover*.

Any one meaning to make his Fortune in a short Time, may have an opportunity by applying to Capt. Abijah Boden, at Marblehead, or to any [illegible] of the Owners of said Sloop in Salem. Salem, Nov. 2, 1776.

Deserted from the Brigantine *Independence*, Simeon Samson, Commander, in the Service of this State; the following Persons viz.

Joseph Freeman, Herman Myrick, John Pasara, a Portuguese; of Eastham – Nathan Figuras, an Indian; of Sandwich – Seth Autnett of Hingham – James Boldige, Stotenhams; passes by the name of John Goodwill – Jonathan Elmer, Hingham, – John Thompson, Great-Britain – William Heapout – Nathan Bryant, Plymouth – Hezekiah Repley, Hingham.

Whoever will apprehend the said Deserters, or any or either of them, shall receive for each that shall be apprehended and delivered on board said Brigantine, or committed to Plymouth Goal, the Sum of Forty eight Shillings, from the said Simeon Samson, or James Warren.

CLAIM OF RICHARD DERBY TO THE PRIZE BRIGANTINE *Kingston Packet* AND  
CARGO <sup>1</sup>

State of Rhode Island & Providence Plantations	}	To the Honble John Foster Esqr Judge of the Court of Justice erected for the Trial of Prizes in and through- out said State.
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Be it remembered that on the fourth Day of Novr, AD 1776, Richard Derby Esqr by Francies Dana his Attorney comes into Court and claims the Brigantine *Kingston Packet* with her apparel Boats and appurten[ances] together with Two Hundred Quintles of Dry Fish and Thirty five Barrels of pickled Fish or Mackrel part of her Cargo against which a Libel is filed in said Court by Esek Hopkins Esqr in behalf of himself and others as is set forth therein and saith that said Brigantine Dry Fish Pickled Fish or Mackrel are his property and were so at the time of their Capture – Wherefore he prays the same may not be adjudged forfeit but be restored to him as to Law and Justice appertaineth

Francis Dana <sup>2</sup>

1. Revolutionary War Prize Cases, No. 6, Court of Appeals, 1776–1787, NA.

2. *Kingston Packet* and cargo were condemned as legal prize this date. Dana appealed to Congress, and the appeal is endorsed: “Decree below reversed Sepr 8, 1777,” Revolutionary War Prize Cases, No. 6, Court of Appeals, 1776–1787, NA.

DR. JOHN BARTLETT TO COMMODORE ESEK HOPKINS <sup>1</sup>

Sr

Newport Novr 4th 1776 –

The General Assembly of this State have ordered that the House at present made use of as an Hospital be immediately cleared. I have at present under my care upwards of twenty Sick men [be]longing to the Fleet. I know not what to do with them without some further order. I should think it would be best to take up some suitable building to lodge them in, and furnish it with such utensils as should be tho't necessary and take care of them all together. The present expence would be less than to lodge them at private houses and many inconveniencies be avoided, Whatever furniture is provided now will be ready for any that may have the like occasion hereafter. However, I submit the whole affair to your superior judgement but beg your Order in the present case.

I should be proud to be employed by you in taking care of any of your Fleet that may at any time or place be so unhappy as to require the assistance of a Surgeon or Physician. I am sr with due respect [&c.]

John Bartlett

To Admiral Hopkins

1. Hopkins Papers, RIHS.

MEMOIRS OF WILLIAM SMITH <sup>1</sup>

[Haverstraw] Monday 4 Novr. 1776

Reports from above that Mr. Carlton has retired back to the North End of the Lake, and from below that the Provincials have gained Advantages last Monday & Tuesday in several Skirmishes near White plains. . . . When [David] Waterbury was enlarged after the Action on the Lake Carlton told him Burgoyne was sick at Montreal – Perhaps this Event and the Season were the Cause of his being recalled & 'tis not improbable but that a Part of the Northern Army may leave Canada for a more active winter on the Sea Coasts of the Southern Provinces. There is an Expedition agt East Florida, from which [Charles] Lee was ordered to N York which may have contributed to this Diversion of the British Forces. The St. Lawrence is not ordinarily navigable after the middle of Novr. by which Time there is also Ice in Lake Champlain and Snow in Canada. If Provisions are short in that Country & the Clothing intercepted Burgoyne must leave it & it is very doubtful whether the late Discharge of the Prisoners was not owing to Scarcity, the Design of drawing off their Regular Troops & a Dread of the Fidelity of the French & the Influence of the Prisoners in the Course of the Winter.

1. William H. W. Sabine, ed., *Historical Memoirs from 12 July 1776 to 25 July 1778 of William Smith, Historian of the Province of New York, Member of the Governor's Council and last Chief Justice of that Province under the Crown* (New York, 1958), II, 33. Hereafter cited as Sabine, ed., *Memoirs of William Smith*.

*New-York Gazette*, MONDAY, NOVEMBER 4, 1776

New York, November 4.

Last Sunday Morning (October 27) was ushered in with a violent Cannonade from the Forts Constitution <sup>1</sup> and Washington, against the *Repulse* and *Pearl*



Frigates, who had advanced somewhat higher towards the Rebel Quarters, They fired near a hundred Shot; but providentially did no other Damage than breaking one Man's Leg by a Splinter on board the *Repulse*. The Frigates, having answered the Purpose of their Motion, which seems to have been to draw the Attention of the Rebels from some Manoeuvres of the Land Forces, returned to their former Stations. These Manoeuvres were, the marching of a Detachment of the King's Army stationed on [New] York Island towards the Rebel Lines, while the main Army on the Westchester Side made an Impression upon the Enemy, and took Possession of an advantageous Post with very little Loss.<sup>2</sup>

We are well informed, that Doctor Franklin, sailed for France from Philadelphia, on Sunday the 27th ult.<sup>3</sup>

1. Fort Lee.

2. The battle of White Plains.

3. Franklin sailed October 29 on board the Continental ship *Reprisal*.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM <sup>1</sup>

*Eagle* [off New York] Monday Nov the 4th 1776

Dr Sir

10 O'Clock

The appointment you propose to make of the small Cruizers does not appear to be capable of more correctness for the present purpose. As the *Rose* will be in your Neighborhood when you move Westward, the *Carysford* may remain off of Hungerford for a protection to the small Cruizers, for a few days longer. But I believe I shall soon have occasion to employ Capt [Robert] Fanshaw in another manner. His Instructions for that purpose must be forwarded to him through the Sound; So that he must be watchful to keep in with the Land at times or anchor in the Bay occasionally, that he may not miss the Vessel that will be sent with his Orders.

I imagine it may be managed to furnish the Fuel Vessels with a regular Convoy, to conduct them Westward at stated times, when the small Cruizers can be set at liberty from their attendance on the Army.

When the state of things admit of moving the Victuallers &c. to Morrisina, or the station of the *Brune*, I do not see that you need be longer withdrawn from us. You will therefore then be pleased to leave the direction in the hands of Capt [James] Ferguson and return to us here. The *Kingsfisher* may remain with the *Brune* for the present. She will be in the way for further service that may offer.

The Bearer of your Letter mentions a Report of an Incursion of the Rebels to Long Island on the side of Hungerford. The mention of Cannon being brought over, renders the Story still less credible that I should otherwise have thought it, the stations of the *Niger* & *Senegal* considered. But if it is true, the Armed Vessels should be employed in concurrence with the *Carysford* or the other Frigates on that part of the coast, to destroy the Vessels in which the Enemy have ventured over to the Long Island shore. I am Dr Sir [&c.]

Howe

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

JOURNAL OF H. M. S. *Sphinx*, CAPTAIN JAMES REID <sup>1</sup>

Novr 76                      Moord in New York River –  
 Monday 4              Captn Anthony Hunt superceeded me I being appointed to  
                                  Command His Majestys Ship *Rose*.

1. PRO, Admiralty 51/922.

JOURNAL OF H. M. S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

November 1776              Sandy Hook N67: W Distce 82 Leags  
 Saturday 2d              (AM) Unbent the Foresail and Foretop mst Staysl being torn and  
                                  bent new Ones.  
                                  Fresh Gales and Squally.  
 Sunday 3d              (AM) gave Chace to a Sail in the SW Quarter.  
                                  Fresh breezes and Cloudy.  
                                  at 9 (PM) left off Chace.  
 Monday 4th              At 6 (AM) chaced to the Et ward. at 9 came up with do which  
                                  proved a Ship from Boston for Hispaniola – took charge of her.<sup>2</sup>

1. PRO, Admiralty 51/688.

2. Ship *Adventure*, Job Prince, master, Prince & Co., owners, with fish, staves, spermaceti candles and pine plank, Howe's Prize List, March 31, 1777, PRO, Admiralty, 1/487.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Monday, November 4, 1776

It being represented that some of the marines in the barracks are sick,  
*Resolved*, That Doctr Rush be desired to take them under his care, and see  
 them properly provided for.

1. Ford, ed., *JCC*, VI, 920, 921.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] November 4th, 1776.

Commodore [Thomas] Seymour informed the Board that the Commanders  
 of the Continental Vessels, the *Wasp* and the *Fly*, had received and detained divers  
 Men belonging to the Armed Boats of this State, and declare their Intentions of re-  
 ceiving and detaining as many more of the said men as they shall be able to obtain;  
 therefore,

*Resolved*, That Commodore Seymour be directed to apply to the Board of  
 War, (or to the Marine Committee, if they are now Sitting,) and inform them of  
 this Circumstance, And request an order for the return of the Men belonging to our  
 Boats, which from the Justice of the request, this Board have the Strongest con-  
 fidence will be immediately granted.

1. *Pennsylvania Colonial Records* (Philadelphia and Harrisburg, 1851–1852), X, 777–78.

MUSTER ROLL OF THE MARYLAND SHIP OF WAR *Defence*<sup>1</sup>

A Compleat List of the Officers and Men on Board the Ship *Defence*  
 Capt Geo Cook Commander

[Baltimore]

Henry Auchenlick	1st Lieutt	James Hogan	ditto
John Burnell	2d Lieutt	Joseph Walpole	ditto
James Cordery	Master	James Gifford	ditto
John Hall	Mate	James Allen	ditto
Nathaniel Cooper	2d Mate	William Portis	ditto
Levin Langrel	3d Mate	Collin Brown	ditto
Peter Sharp	Midshipman	John Valiant	ditto
James Rownd	ditto	William Gaggan	ditto
Archibald Douglass	ditto	Dennis Larkens	ditto
William Carter	ditto	Thomas Howard	ditto
Francis Muir	Capt Clerk	William Herbert	ditto
John Wright	Quart Master	Christopher Short	ditto
James Falkner	ditto	Alexander Nicholson	ditto
Charles Chamberlane	ditto	David Primrose	ditto
Alexander Duffey	ditto	William King	ditto
Anthoney Hanson	Boatswain	John Knight	ditto
Benjamin Simpson	ditto Mate	John Crapper	ditto
John Barr	2nd ditto	Henry Carberry	ditto
James Hawkins	Yeoman	Joseph Jones	Ordinary
William Flemming	Coxswain		Seamn
John Berryman	Gunner	Hoshier Cole	ditto
Henry Ranford	Guns Mate	Henry Gilbert	ditto
William Piercey	Yeoman	Thomas Gilbert	ditto
James Arne	Quart Gunner.	Robert Fassitt	ditto
Matthew Murray	Armourer	Dennis Fooloe	ditto
George Rower	Mastr at Arms	Richard Sutton	ditto
James Greer	Armourr Mate	Patrick Cole	ditto
William Beauchamp	Carpenter	Charles Blunt	ditto
William Prince	Carp Mate	Daniel Nevin	ditto
Alexander		Robert Hope	ditto
Cummings	Carp Crew	Thomas Green	ditto
William Howard	ditto	James Barrey	ditto
Nathan Ross	ditto	John McIntyre	ditto
Joseph Dunbar	Cooper.	Samuel Woolf	ditto
Joseph Burge	Ships Stewart	James Bradford	ditto
Francis Jackquelin	Cabin Stewt	William Trott	ditto
James Gaggan	Cook.	Joshua Hozier	ditto
Francis Herbert	Able Seaman	Lane Surmon	ditto
James Hasteý	ditto	James Collins	ditto

James Green	ditto	William Bishop	ditto
Thomas Moor	ditto	William Granthum	ditto
Abel Mason	ditto	John Chaise	ditto
Richard Cockey	ditto	Charles McNelus	ditto
Samuel Wilson	ditto	Simon Trainor	ditto
Joseph Dennis	ditto	William Askins	ditto
John McKinney	ditto	John Squib	ditto
Benjamin Thompson	ditto	William Judges	ditto
Jacob Sutton	ditto	John Power	ditto
John Vaughan	ditto	Benjamin Sutton	ditto
Abraham Strong	ditto	John Garvey	ditto
Moses Scott	ditto	Morgan Murphee	ditto
Timothy Kelley	ditto	James Codey	ditto
John Smyley	ditto	Conrad McGuire	ditto
Bassett Smith	ditto	John Grant	ditto
Robert McDonald	ditto	Bartholemew	
John Davis	Ships Taylor	Delorey	ditto
William Adair	Ships Barber	Thomas Crow	ditto
Thomas Buckley	boy	John Donavin	ditto
James Brown	boy	Moses Greer	ditto
Nathan Dorsey	Surgeon	Robert Wilmot	ditto
Samuel Church	Surg Mate	Henry Kerr	ditto
Francis Muir	Purser	William Porter	ditto
Garrett Brown	Capt Marines	John Lemmon	ditto
Thomas Walker	1st Lieutt	Edward Gibbens	ditto
Joseph Smith	2d Lieutt	William Sohon	ditto
William Morriss	3d Lieutt	James Armstrong	ditto
William Radford	Sergeant	John Wilson	ditto
Vachel Yates	ditto	William Huggard	ditto
Michael Craig	ditto	James McGill	ditto
William DeCoarsey	ditto	Philip Henley	ditto
William Matthews	Corporal	Walter Lemasters	ditto
Alexander Stanton	ditto	Barney McMarnes	ditto
Thomas Roberts	Drummer	William Davis	ditto
Ezekiel Disney	Marine	James Smith	ditto
Robert Conner	ditto	Clemment Tozier	Loblolly boy
Michael Conaway	ditto		

The above Officers & Men Enter'd

Septemr 19th 1776

The following enter'd

4th Novemr 1776

William Ayres Able Seaman

Marshall William Ordy Sea

Martin Forts ditto

VERNON HEBB AND TIMOTHY BOWES TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Gentlemen –

Leonard Town Novembr 4th 1776

Agreeable to the requisition of your Honble Board, We Examined, into the state and Condition of the Vessells drifted on Shore, or made Captures of from Lord Dunmores Fleet, and are of Opinion that of the following Vessells lying at Kitts Point (to wit) –

1 very large Pilot Boat

1 Schooner of about 1400 Bush[el]s Burthen

1 Sloop of about 2000 Bushs do with some Rigging

The Sloop only in condition to be removed, And in order to do that, it will be necessary to send hands down with an Anchor & Cable -- no hands to be hired here

At Cherry Fields –

1 Sloop about 1400 Bushs Burthen

1 Schooner of about 1200 Bushs do much repairs necessary before either can be removed,

If Gentln it should be the Opinion of your Board to have the Vessells which in our Judgment cannot be removed, without repairing – which we should not have relied on could we have procured any skilful Person to have examined them, disposed of We should be glad to receive your Instructions relative thereto as soon as convenient – We are Gentlmen [&c.]

Vernon Hebb Timothy Bowes

1. Red Book, XVI, Md. Arch.

#### JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY<sup>1</sup>

[Williamsburg] Monday November 4th 1776 -

Resolved that Edward Ross Master of the Sloop *three Friends* lately arrived in James River from Curracoa be permitted to dispose of the remainder of his Cargo consisting of thirty Cases of Gin and one hundred and ten peices of Striped Linnen and that he be allowed to trade in this Commonwealth to the amount of his Cargo consisting of the aforementioned Articles and of fifteen hundred Bushells of Salt imported in the said Vessel which last Article was purchased this day by the Board for the use of the Publick at twelve shillings and six pence per Bushell and three pence as freight in conveying it up Rapahannock River Captain Ross produced a Manifest of the foregoing Cargo which he swore to and delivered in at the Board.

Resolved that William Taylor Master of the Sloop *Bold Defiance* lately arrived in James River from Turks Island be permitted to dispose of his Cargo consisting of two thousand four hundred Bushells of Salt and that he be permitted to trade in this Commonwealth to the amount of the said Cargo. Captain Taylor produced a Manifest which he swore to and delivered in at the Board.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 224, 225.



JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Monday 4th November 1776.

Ordered that Mr Benjamin Powell deliver unto Capt Wright Westcott Two hundred two shilling Nails and one bag of Spanish Brown <sup>2</sup> for the use of the Sloop *Scorpion* –

Ordered that Robert Anderson deliver unto Capt Wright Westcott six Gallons of Linseed Oil for the use of the Sloop *Scorpion* –

Ordered that the keeper of the Public Store deliver unto Capt Wright Westcott one Compass, one Spie Glass, four sail Palms eighteen small Sail needles, eight Roping Ditto twelve pounds of White Lead, five hundred Pump nails five hundred Scupper Nails, four Horn Lanthorns three pieces of Light Duck, two Hammers, Twelve pounds whipping Twine, two half Minute Glass's & two Quarter Minute Glass's for the use of the Sloop *Scorpion*

Ordered that Capt Wright Westcott of the Sloop *Scorpion* deliver unto Capt John Harris four four pound Cannon for the use of the Brig *Musquetto*. –

Ordered that Mr Thomas Archer deliver unto Capt Wright Westcott two three pound Cannon and One hundred three pound Shott for the use of the Sloop *Scorpion*. –

1. Navy Board Journal, 99–100, VSL.

2. A pigment.

VIRGINIA NAVY BOARD TO CAPTAIN WILLIAM SKINNER, SLOOP *Congress* <sup>1</sup>

Sir

Williamsburg 4th Nov. 1776

Lieutenant Browne is order'd by this Board to repair with the Marines he has on board the *Congress* Sloop immediately to join his Company under Capt El-lison which you are to permit to accordingly, the Arms belonging to these Marines you are to keep on board 'till your return to York. By order of the Navy Board [&c.]

Geo. Webb 1st Comr P.T.

1. Navy Board Letter Book, VSL.

VIRGINIA ADMIRALTY COURT PROCEEDINGS IN THE TRIAL OF SLOOP *Vulcan* <sup>1</sup>

[Williamsburg] November the 4th 1776.

Present

William Holt and George Seaton Esqrs two of the Judges.

The Court was opened and the Marshal returned an Appraisement and Account of Sales of the Sloop *Vulcan* & Cargo together with an Account of the Charges attending both Trials which are ordered to be Recorded and of which Copies are hereunto annexed <sup>2</sup>

(A Copy)	Signed	Wm Holt	George Seaton
	Teste	Will Russell	Ck Curt

1. Revolutionary War Prize Cases, No. 5, Court of Appeals, 1776–1787, NA.

2. *Vulcan* and cargo were appraised at £1521 . . . 4 . . . 5 and account of sales totaled £1895 . . . 3 . . . 11½, Revolutionary War Prize Cases, No. 5, Court of Appeals, 1776–1787, NA.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston]  
Monday 4th.. November 1776.

The following Letter was }  
wrote to Capt. Pickering }

Navy Board Chas Town So Carolina

Captn. Thomas Pickering

4th Nover. 1776 –

The Commissioners of the Navy having received Intelligence that a Ship & Sloop belonging to the subjects of Great Britain are Loading at St Marys River which is guarded by two small Vessels from St Augustine You are without delay to proceed off the Port of Sunbury in Georgia where if no Pilot Boat should be off & the weather will permit send your Boat on Shore with an Officer to the Committee there to get a Pilot Acquainted with St. Marys River & Immediately proceed to the said River where You will endeavour to Take or Destroy the Cruizers & bring off the Vessels Loading provided they belong to the Subjects of Great Britain Ireland &c – in doing which it is apprehended You will Meet with no difficulty –

The following Letter was wrote to the Committee of Sunbury  
To the Committee at Sunbury  
Gentn –

Having received intelligence that two Vessells are Loading at St Marys Covered by Two small armed Vessels The Commissioners of the Navy have given directions to Captn Pickering of the Vessel of warr *Defence*, to Call off your Port & require Your assistance to obtain a Pilot for St Marys River which they will be glad that You will procure for him as speedily as Possible & render him any other service which he may require after which he has directions to Proceed to St. Marys River in quest of the cruisers and Vessels Loading –

By Order of the Navy Board  
Edward Blake first Commissioner

Ordered That the Pilot Boat *Hibernia* be this day discharged from the Public Service –

1. Salley, ed., *South Carolina Navy Board*, 20.

JOURNAL OF H. M. S. *Maidstone*, CAPTAIN ALAN GARDNER <sup>1</sup>

Novemr [1776]

Et end Tortuga SbE. 5 or 6 Ls

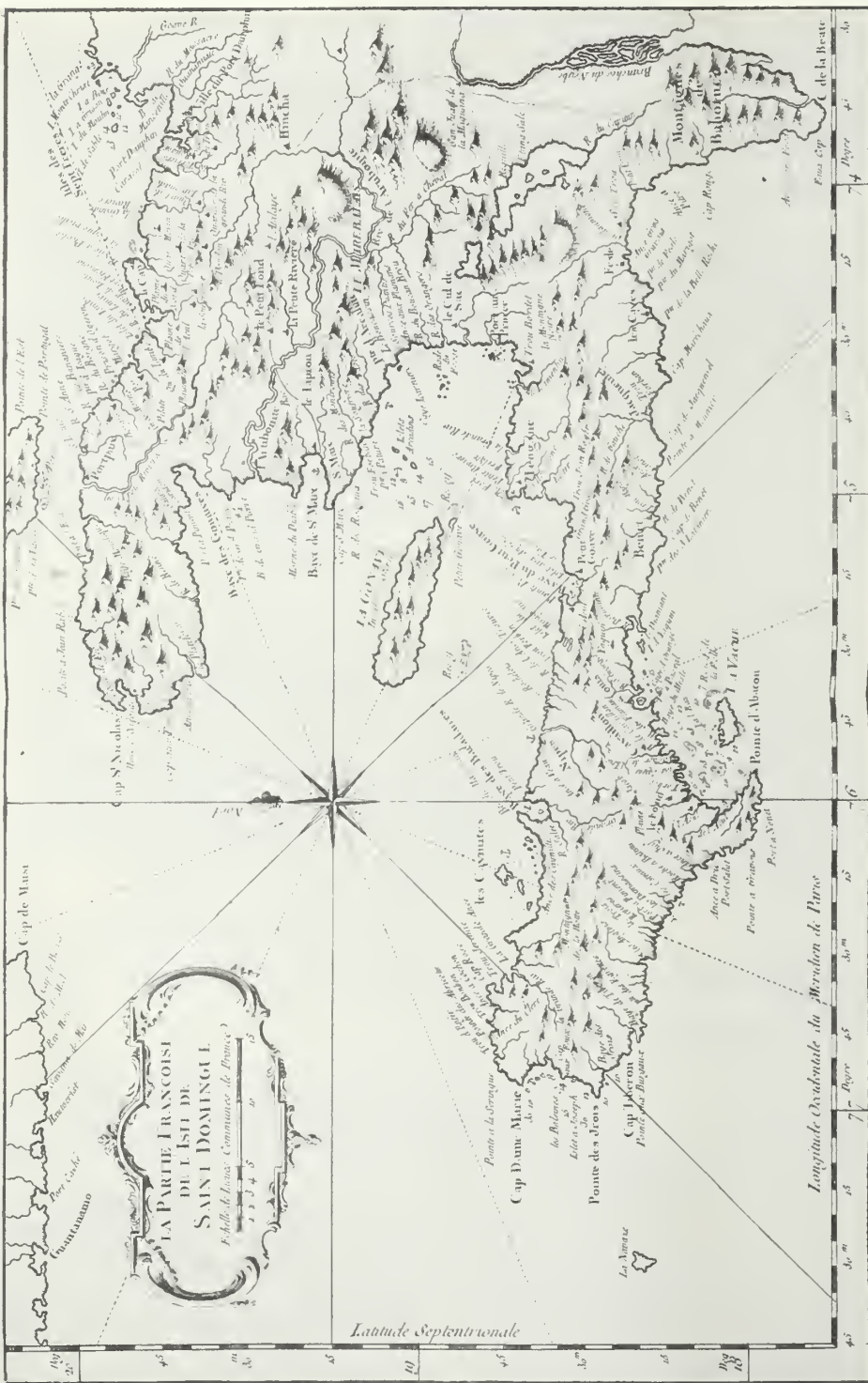
Monday 4

11 [A.M.] Gave Chace to two Sail to the Eastward ½ past  
TKd Ship

Do Wr [Fresh Breeze and cloudy] PM 1 Set studing Sails,  
½ past Fired two Guns and brot to a Brig from Nantuket  
Bound to Cape Nichola <sup>2</sup> took out the Master. Sent a Mate  
and 10 Men to take Charge of her. Sent the Prize in Chace  
of a Sloop in Shore. Fired a Gun and brot to a french Snow.

1. PRO, Admiralty 51/572.

2. Brig *Yarmouth*, — Folger, master, with a cargo of lumber, fish and oil, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.



5 Nov.

MINUTES OF THE EXECUTIVE COUNCIL OF NOVA SCOTIA<sup>1</sup>

At a Council holden at Halifax  
on the 5th November 1776

Intelligence having been received that an Expedition is now forming in New England by raising an Army for the Invasion of this Province, and that for that purpose, Magazines of Provisions were already forming:— It was considered and Advised that Application be made to Sir George Collier Commander of the King's Ships in this Harbour, that he would dispatch such Men of War or Armed Vessels as he could spare, to the Rivers Kennebeck, Penobscot and Passamaquoddy, to gain the best information, respecting such designs.—

Resolved that a Schooner of about fifty Tons burthen now in this Harbour, be purchased and fitted out for the better defence of the Coast of this Province —

1. Minutes of the Executive Council of Nova Scotia, January 2, 1775 to October 6, 1783, Public Archives of Nova Scotia, Halifax, N. S. Hereafter cited as Council Minutes, N. S. Arch.

RICHARD BULKELEY, SECRETARY OF THE NOVA SCOTIA COUNCIL, TO SIR GEORGE COLLIER, H. M. S. *Rainbow*<sup>1</sup>

Sir

Secys Office      Halifax 5th November 1776

In consequence of Intelligence having been received of an Army raising in New England, with intention of invading this Province by Land, and that Magazines of Provisions were now forming for that end: It was this day consider'd in Council, and agreed that application be made to you; requesting that you would Order such of His Majesty's Ships or Armed Vessels, as shall be most fitt for the purpose to proceed to the River Kennebeck, Penobscot, & Passamaquoddy in order to get such intelligence as may be had, respecting preparations, which have been made, or are making for any such designs. I am &c

Rich<sup>d</sup> Bulkeley

1. Dispatches and Letters of Governors, Lieutenant Governors, and Secretaries, Record Group 2, vol. 136, 241, N.S. Arch.

"EXTRACT OF A LETTER FROM MAJOR GEN. MASSEY, COMMANDING HIS MAJESTY'S TROOPS IN THE PROVINCE OF NOVA SCOTIA, TO ALDERMAN BAKER, OF CORKE"<sup>1</sup>

Dear Alderman

Halifax, Nov. 5, 1776

As so many of his majesty's transports have scandalously given themselves up to the rebel pirates, in justice to Capt. Edward Carey, commander of his Majesty's hired transport *Newcastle Jane*, as well as Capt. Murdock M'Lean, who commanded 20 soldiers on board, I have the satisfaction to tell you, and you will oblige me if you will inform Mess. Coppingers, of Corke, who are his owners, that about 200 leagues from this port he was attacked in the evening by a rebel pirate, and after giving them what is due to all rebels, the pirate sheered off, and remained near them, to renew the engagement next morning; they bore down on the *Newcastle Jane* in the morning, and began the fight within 20 yards of each other; the action







Exportation without payg the Duty & So to reShip it for the London Market wch is the best, or sum Other On Our Accot & Resque & the Nt proceeds May be Negotiated by Bills of Exchg & whither the Policie of London would Admit Oil from a foreign Market we know not if this Could be done, & your Hous would Advance to the Value of the Oil till a return of remittance from London or where-ever it was sold, it would do, Your House Might be safe in the Advance As the Oil May be Insurd to Market of this you Will Consider & Write us emediatly as we have a large cargo of Oil by Us . . .

Vessels may be purchasd here on very reasonable Terms as there has been many Prizes sent in --

In the last pararaft of yrs of 16 Ulto you Say thus to "Acquaint Me with the Price of the Wa & if it is possable to find Grait Quantities in your States" Now what the Article is you Meand to Enquire after we dont know by the letters Wa, if you Meand Wax there is No large Qty to be got here . . .

1. Nicholas Brown Papers, JCBL.

2. Gideon Crawford commanded the brig *Happy Return*, which entered Providence from France, October 2, 1776, Account of Permissions granted by his Honor the Governor, Outward and Inward Entries, 1776-1787, R. I. Arch.

3. Avery commanded the schooner *Sally*, Account of Permissions granted by his Honor the Governor, Outward and Inward Entries, 1776-1787, R. I. Arch.

#### MINUTES OF THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

[Fishkill] Tuesday Morning, Nov. 5th, 1776.

Mr. [Isaac] Roosevelt reported to the committee that Col. [Abraham] Brasher and himself had examined the muster rolls, account of sales and papers relative to the schooner *General Putnam*, and find that for want of proper papers and more full information it will be impracticable to settle with Thomas Quigl[e]y, the late lieutenant of that vessel, for the crew.

Thereupon,

*Resolved and Ordered*, That John Imlay and Comfort Sands, Esquires, be and hereby are authorized and empowered to examine and settle accounts relative to the schooner *General Putnam*, and to settle with and discharge the crew of that vessel in the most frugal manner possible; and for that purpose that they be and hereby are authorized to apply the nett amount of sales of the vessels and appurtenances. That Comfort Sands, Esqr. be requested to take with him such papers, or extracts of papers, or accounts, from his own or the Treasurer's office, and to advance such sum of money as may be necessary for that purpose.

i. *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York, 1775-1776-1777* (Albany, 1842), I, 697. Hereafter cited as *New York Provincial Congress*.

#### MEMOIRS OF WILLIAM SMITH <sup>1</sup>

[Haverstraw] Wednesday [*sic* Tuesday] 5t Novr 1776

On Monday 3d [*sic* 4th] Inst. one of the Provincial Ships of War was launched at Poghcepsing & called the *Montgomery*. It is seen but too late that this was an ill advised Undertaking. The Ship is to be carried to the Creek at Esopus & the Expençe would have fitted Twenty Privateers out of N England

where the People are growing rich by Captures of trading Vessels daily brought into Port. Poor N York! To the general Foresight of the total Loss of Trade & her becoming by the Means of Hudson's River & her scanty Sea Coast, the Theatre of this unnatural War, is in a great Measure to be imputed the Backwardness of Multitudes in adopting the common Principles of the Continent—There were other Reasons for their dreading a Civil War, which I have often mentioned elsewhere, and among the Rest that of losing their Estates by the Claims of the New England Colonies was not the least.

1. Sabine, ed., *Memoirs of William Smith*, II, 33, 35–36.

JOURNAL OF H. M. S. *Pearl*, CAPTAIN THOMAS WILKINSON <sup>1</sup>

November 1776

At single Anchor in the No River [New York]

Tuesday 5

Came up and Anchd here two Victualling Ships. The Carprs as before

The first part Modte Breezes the middle and latter light Airs & Varble PM at 3 Weigh'd and came to Sail. the *Joseph* and *British Queen* in Company at ½ past the Rebels opened their Batteries on us from both shores. at 5 running throw the Shive de frise. they fired Cannister, Grape, and Musquet shot at us we return'd Round & Grape Shot with Musquetry. at ½ past 5 sent all our Boats to assist the *Joseph*. We recd a number of shot in our Hull & several between Wind & Water found the Ship to make at the rate of 5 inches p hour. had the Major part of our running Rigging & a great part of our lower Cut to pieces found Wm Brown, Seaman Kill'd & several wounded. The Sails much torn our Mizen & Mizen topmast shatter'd & the Boats much damaged. at 6 Anchd about ½ a Mile above Kings bridge with the Bt Bower in 8 fm water, muddy bottom. Veered to ⅓ of a Cable as did the other Ships.

1. PRO, Admiralty 51/674.

GOVERNOR MONTFORT BROWNE TO LORD GEORGE GERMAIN <sup>1</sup>

My Lord

New York November the 5th 1776

The begining of this year I did myself the honor of congratulating your Lordship upon your promotion to the American department, which Event I may truly say, has given universal Joy & satisfaction to all the friends of Government on this great Continent, since that period, I have experienced the most complicated scenes of distress that can be well imagined, which with the Circumstances attending the refusal of the Kings powder & stores to General [Thomas] Gages order, and the consequences attending the dismembering the Forts at New Providence, I will as briefly as possible endeavor to explain; — I must therefore request your Lordships patience and forbearance.

In the Month of July 1775, during my absence from my Government (on Account of my health), there arrived at New Providence His Majesty's ship of

war, the *Falcon* commanded by Captn Lindzie [John Linzee], with Two Transports to carry away the stores, Gunpowder, and Ordinance in his Majesty's Forts of said Islands, accompanied with a Letter from his Excellency Genl. Gage, signifying that certain intelligence had been received by him, of the intention of the Rebels in North America to seize & carry away all the Kings Powder & Stores; That in consequence John Brown Esqr. President of His Majesty's Council & then Commander in Chief of the said Islands, by & with the advice of His Majesty's Council, & on a petition & representation of the Inhabitants (that they would defend the said Stores against the Rebels) did absolutely refuse to deliver the same to Captain Lindzie, as by Copy of their petition & the minutes of council, already transmitted to your Lordship will more fully appear; – That on the 3d of March following an Armed force consisting of Two Ships of 30 Guns each, Two Brigs of 16, & a Schooner of 12 Guns, besides Two Large Armed Sloops, their Compliment in all, upwards of One Thousand men infested the Island of Providence, & a formal demand was imediatly made (by a certain rebel by name Hopkins, stiling himself Admiral and Commander in Chief of the Fleets of the United Colonys) in behalf of the Continental Congress of all the Kings powder & Stores; That upon the appearance of the said Fleet off the Harbour, I did without delay summon His Majesty's Council as also the Militia & all the inhabitants to assemble & defend the said Garrisons, according to their resolution & petition to the president as already mentioned; But finding the Majority of the Council rather Backward in their assistance, I did select and Join the principal inhabitants to the Council, in order to take the General Sence of the whole; And that upon proposing to them whether they would assist me to defend his Majesty's Fortresses & Stores, there appeared 14 against defending the same, to 10 for defending them; Considering then the eminent danger the powder was in, & finding that it was the visible opinion of the whole Community, that sending away the whole of it might enrage a disappointed enemy, & induce them to burn the Town, & commit other depredations, I imediatly determined to charter a vessel in order to Ship it, which was accomplished without a moments delay by Wm. Chambers a native of England, to whom great merit is due, as at my request he instantly Cast overboard a cargo of Lumber with which he was ready to sail to Jamaica, & was the only man in the Government that would have ventured at the risque of his Life and ship to carry it away, & he sailed at 2 O Clock in the morning of the 4th of March, notwithstanding the Rebel Fleet was off the harbour, and delivered the whole (162 Large Barrels) to His Excellency Governor Tonyn at St. Augustine; – That a little after Day break the Rebels had taken possession and had made me a close prisoner at Fort Nassau, and put two Lieutts and Thirty two men to guard me in a place without food, water, bed, table, or chair, from whence I was soon after removed to the Government house for the better convenience of their officers & Men, who used at discretion all my wines & other Liquors as they did every thing else they had Occasion for; – That on the 10th day of March the Rebel Admiral sent a Number of His Sea Officers to conduct me on board his Ship, with orders to allow me but One Quarter of an hour to prepare myself for a voyage, but to what part of the world they did not themselves know; – this indulgence, I refused, adding, that I would receive no Compliments from a sett of Rebels, who

by breaking thro' a proclamation issued by their admiral upon his Landing, had forfeited every degree of Honor, faith, & Confidence, upon which I was seized, Collard, & Draged away like a felon to the Gallows in the presence of a Dear wife and an aged Aunt both near relations to the Earl of Dartmouth who were treated with such abuse, & such Language as certainly could not be equalled at Billingsgate, & tho' I was several days Wind bound in the harbour & within an hundred yards of the Government house, I was not permitted once to see my family; — O' tempore, O'mores; — as soon as Hopkins came on board I demanded the reason of my Confinement, & the Crime for which I was to be carried away, to which he answered, "for presuming to fire upon his Troops from Fort Montagu," but the principal & original motive was, for daring to send away the powder; — On the 21st we sailed accompanied by my Secy. Mr. Babbidge & Mr. Irving, the first imprisoned for being an Officer on half pay, & the latter for being a Mandamus Councillor in So. Carolina, & in our passage to New London we fell in with his Majesty's Ship the *Glasgow* of 20 Guns who fought the whole rebel fleet for upwards of one hour & three Quarters; as I was eye witness to every thing that passed do think it a Common Justice to declare Capt'n [Tyringham] Howe a brave & gallant officer, he killed & wounded above thirty of the rebels, among the former were Two Lieutts. & a master, among the Latter, the Rebel admiral's Son, & some Others; every wounded man died, I suppose on Acct. of the unskilfullness of their Surgeons, and the want of Cloaths & Other necessarys at their Hospital, Capt'n. Howe was very near sending the *Alfred* (the admiral's Ship) to the bottom, we received seven nine pounders between Wind and Water, & for three Days they could scarce gain upon the water She made, the fire at one time was so hot, that the rebels left their Guns; what a pitty it was Capt'n. [James] Wallace could not get out with the *Glasgow*; in such case the whole rebel fleet would have fallen into our hands; — the greatest mortification I had during the action was to see a fine spirited young man (an acting Lieutt. belonging to the *Bolton* bomb Brig, which the rebels took the Day before) Killed by my side in the Cockpit by a nine pounder, Hopkins was so disabled in this action that he was obliged to put into New London to refit from whence I was sent to Norwich, Lebanon, Windham & Hartford in Connecticut, & Lastly to Middletown where I did not experience the same hard usage I did at first, & at which place I remain'd till I was a few days ago exchanged, for that rebel, who calls himself Lord Sterling; I am much indebted to General Howe (with whom I had the honor to serve last war,) for this unexpected as well as distinguished mark of His favor and attention which I shall never forget; —

Before I conclude this long Letter for which I entreat your Lordships forgiveness, I beg leave to mention that the behaviour of the greater number of the Inhabitants of Bahama Islands both before & since the Rebels invested them, as also from the resolution of the Continental Congress forbidding any of their Privateers to make Captures of; or molest any of the trading vessels of that Colony, gives me the strongest reason to believe that the Rebels were invited by some of the principal inhabitants, and I beg Leave to add that I have been upon my arrival here credibly informed that the Rebel Privateers made use of the Island of [New] Providence as a harbour, & that Some of them had very Lately actually



chased the same Captain Chambers whom I have already mentioned to have carry'd the powder to St. Augustine, he is just now arrived here & has given me this information, I likewise understand, that these Rebels are aided & assisted by James Gould speaker of the assembly (who mutiny'd in Fort Nassau on the night of the 3d of March last & took Eighty of my militia from me at one time) Alexr Frazer a well known rebel, Thos Duncoun, Jer. Newton, John Kemp the Younger, Jno. Bedon – Adderly & others, as also Countenanced & encouraged by some of the members of His Majesty's Council, & officers of the Crown & Customs.

From the present wretched situation therefore of the Bahama Islands, I flatter myself that your Lordship will agree with me in Opinion that it would be highly imprudent for me to return to my Government during its present abandoned state, in which his Lordship the Admiral, as well as his good brother the General agree with me in Opinion; adding that it is for the present intirely out of their power to reinstate me; – I most heartily congratulate your Lordship on the success of His Majesty's Troops, and with expectation of receiving your commands by the first Opportunity to this place, I beg leave to Subscribe myself – My Lord

Your Lordships [&c.]

Montfort: Browne

P.S. It is necessary, in my own Vindication, to acquaint your Lordship, that the removal of the detachment of the 14th regiment by Genl Gage, & the two Sloops of War by Adml. Graves occasioned my falling an easy Prey to the rebels, for I had not even a sick man left behind.

[Endorsed] R. 30th December

1. PRO, Colonial Office, 23/23, 107–09.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM<sup>1</sup>

D: Sir

*Eagle* Off New York Novr the 5, 1776

The Generals intention being to take his next supply of Provisions from Morisania with which he will have communication next Thursday, I think it necessary for you to move the Ships &c. with the Supplies, by the first opportunity to the *Brune's* Station. Capt [James] Ferguson thinks the best station for the ships will be just to the Westward of the Brothers. He will take with him two Pilots if they can be found in time to return with him from hence to his Ship, and will be ready to assist in placing the Ships as they arrive.

The desertion of Capt [Robert] Fanshaws Men is a very unfortunate Circumstance: particularly if it is attended with that of his Boat also. Not knowing how we shall be able to replace one or the other, except by some Landsmen which came out in these last Ships, and no way fitt to be used for present Service.

The mistake in my Letter has been as you have supposed. Not from hurry of business I must confess, but really from the repeated interruptions I met with from people coming upon one trifling matter or another, all the morning: So that I could only write three lines in the letter together. And I fear you found it writ without any connection, & scarce intelligible.



Unless from information you have since heard concerning the reported Landing about Huntington, the *Carysfort* may remain in her present station until I see what can be done about Men for her. If she will, on the contrary, be useful by appearing on that more eastern part of the coast, from such Intelligence received, she may move Eastward for the interim, and return to her present station again in about 5 days or a Week as circumstances suit. I am Dr Sr [&c.]

Howe

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

JAMES LOVELL TO CAPTAIN THOMAS PROCTOR <sup>1</sup>

Sir

Jersies Novr 5th

I left Capt Francis Procter, yr Brother on Board the Prison Ship *Glasgow* in New York Harbour the 3d of this month.<sup>2</sup> He is in good Health, has some Encouragement of being speedily exchanged, but hopes his Friends will exert themselves to bring about that desirable Event as much as if he had not received any Hints about it, for he fears those Hints are only to amuse him. He has once wrote and he now earnestly wishes that Proof may be sent to Genl Washington of his having had a regular Discharge from the Irish Artillery and consequently that he is not a Deserter as is sometimes thrown in his Teeth.

I have been his Fellow Prisoner for Months at Halifax where has has fared hardly but greatly better than when under the Controul of Capt [James] Montague who seemed to aim at his Life.

I will be more particular by another Oppy if I catch one in my Hurry Please to inform the Friends of his Corporal Jer: Low of Fredericksburg that Low is with Capt Procter in Health. He served to a Sadler in Philada & enlisted there.

I am yr Friend tho unknown

James Lovell

Capt Thomas Procter or

Mr John Henderson in Philada

1. Papers CC (Letters addressed to Congress), 78, XIV, 93, NA.

2. Francis Procter was taken by H. M. S. *Syren* in March 1776. See Volume 4.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] November 5th, 1776.

Mr. Nesbitt was directed to pay [Lieutenant] John Thompson for Water Casks, Harness Tubs & Mess Tubs, &c., for the Armed Boat *Convention*.

1. *Pennsylvania Colonial Records*, X, 778.

GEORGE WELLS TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentlemen

Baltimore Novr 5th 1776

Captain [John] Martin has been Speaking to me about Lengthening the Brig *Friendship*, Which I think I can doe Captain Martin Will acquaint You With the time &c If Youll agree to have the Brig done, Id be obliged to You to Send me per Captain Martin four hundred Pounds. Please to let me know by return of the

Capt How the Row Galley is to be masted, as I cant provide the Spaars, Untill I have Yr Orders – I am gentlemen With great respect [&c.]

George Wells <sup>2</sup>

1. Red Book, XVI, Md. Arch.

2. The Council urged Captain Martin to ready for sea, and rejected the suggestion that the *Friendship* be lengthened, Council of Safety Letter Book, No. 2, Md. Arch.

#### JOURNAL OF THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Annapolis] Tuesday, November 5th 1776

Ordered That Captain Thomas Walker deliver to Mr. Jenkins and Mr. Milne all their Cloaths, and wearing apparel,<sup>2</sup> taking care to detain all such goods, for which Bills of Lading have been Signed, 'till the further order of the Council of Safety, or Court of Admiralty of this State.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

2. Passengers on board the prize sloop *Daniel*, taken by the Maryland state ship *Defence*.

#### JOURNAL OF THE ROYAL COUNCIL OF WEST FLORIDA <sup>1</sup>

At a Council held in the Council Chamber at Pensacola the 5th day of November 1776 –

His Excellency the Governor then acquainted the board that He had received also a Message from Lt Coll [William] Stiell by Captn Johnstone of the Royal Artillery importing that He thought it would be Expedient to have the Several Guns & timber which Still remain at Rose Island – Tartar Point, and the Red Clifts brought up to Pensacola for the Use of the fort, Upon which He had made application by Letter to Captain Thomas Davey of the *Diligence* sloop of War for his Boats & Men to assist in this Service and had recd the following Letter in answer thereto –

*Diligence* Pensacola Harbour

1st November 1776 –

Sir

Agreeable to your Excellency's request I will Order Lieutenant Cobb with His Majesty's Sloop under His Command to proceed to Rose Island to give Every assistance in his power to bring up here Such Cannon and other Stores as may be wanted for His Majesty's Service – I will also Send an Officer and a Party of Men from the *Diligence* that the Service may be Carried on with the Greatest Dispatch

I must beg leave to Observe to Your Excellency that it is the Custom in the Naval Service to pay Such Men as are Employed on extra Duty a Shilling a Day and the Officers a Crown I have the honor to be &c

(Signed) Thomas Davey

His Excellency Peter Chester Esquire &c –

Whereupon His Excellency desired the advice of the Board upon the propriety of paying the Officers and Men from the Navy to be Employed on this duty the Sums mentioned in Captn Davey's Letter which he Supposed might be the Custom in time of Peace but did not appear So proper at this Critical Juncture. The

Board gave it as their Opinion that it was very necessary that the Guns and Timber should be brought up to Pensacola with all the dispatch possible And that Captain Davey's assisting Hands Should be paid the Rates mentioned in his Said Letter as it appeared to be the Customary Wages allowed on Such Extra Duty – And recommended that the Same Should be paid by His Excellency –

1. PRO, Colonial Office, 5/634, Part II, 397, 399–400, LC Photocopy.

“EXTRACT OF A LETTER FROM WILLIAM MILLER, MASTER OF THE SHIP  
*Caesar*, DATED KINGSTON, IN JAMAICA, NOV. 5 [1776], TO  
ROBERT GORDON, ESQ. AT BRISTOL”<sup>1</sup>

We arrived here yesterday, after a passage of 25 days, from Newfoundland. On the 12th of October, in lat. 30.43. long. 59. at one p.m. fell in with an American privateer of ten carriage guns, who fired a shot at us, but shewed no colours, and immediately afterwards she fired a second shot; we hoisted our colours, and gave him a shot from one of our stern chase, having hoisted two of our guns on the quarter-deck for that purpose, at the same time making all the sail we could, the privateer coming up but slowly, and keeping a constant firing with her two bow guns, which we returned as fast as possible. We thought she intended to board us; upon which we got all our guns over to the lee side, and gave them all at once, which made her heave about to repair her rigging for a few minutes, and then gave chase again, but night coming on we altered our course, and saw her no more. Wm. Miller.

1. *London Chronicle*, January 11 to January 14, 1777.

VAN BIBBER & HARRISON TO ROBERT TOWNSEND HOOE & CO., BALTIMORE<sup>1</sup>

Gentlemen

St Eustatia 5th November 1776

Inclosed you have Invoice and Bill of Loading for one Hundred and Sixty half Barrels Gun powder Quantity Lbs 5300 on the Proper accot and risque of the State of Maryland – Our Mr Harrison is dispatching Capt [Thomas] Conway from Martinique with a verry Valuable Cargoe. I hope she has Sailed or about Sailing at this time. We have just made a large Purchase here of Some Woolens, Musketts, and Gun flints which we shall ship in the first of the Councils Vessells that may arrive here. We cautioned you and the Council some time past agt sending your Vessells to this Island, thinking it the most dangerous and difficult to get into, which we are since sorry for, as it has proved less here than to any other Island and for the future Advise you to send all your Vessells here for su[ndr]y reasons Vizt This is allways the best Markett for our Produce, particularly Tobacco which is now rising fast, all our Purchases are Made here and Freight paid from this to Martini[que] for all the goods shipped from there and most of the Cargoes is sent from Martini[que] here to be sold and verry high Freight paid on them, that on the whole this is the best place by farr and grows less difficult to Transact here, as the Dutch have discover'd that their Laws when put in force must ruin their Merchants – I am on the best terms with his Excellency the Governour and have his word and Promise relative to some Particulars that gives me great Satisfaction and puts much in our Powers – I was not so happy

some time agoe and every bad Consequence to apprehend on our new Governours taking the Command, but we are as well fixed with him now as we were with the former – We are very largely Indebted here on accot of the State many sums now due and many lately Contracted that will of course be due shortly We are doing all in our power to serve our Country and hope they will not let our Credit suffer – We are Gentlemen [&c.]

Van Bibber & Harrison

Copy

1. Red Book, XVI, Md. Arch.

6 Nov.

JOURNAL OF LIEUTENANT WILLIAM DIGBY <sup>1</sup>

November 6. After a variety of weather, we made Point-au-faire. We had a strong gale of wind crossing over Cumberland-Bay, where we could not keep the shore without going six times the distance at least, & this short cut, if I can call it so, was near endangering many of our battows; near that we saw the wreck of the *Royal-Savage*, and had the rest of their fleet behaved as well as she did we should not have been so easily masters of the Lake. We found an Artillery man of ours who fell the 13th. him we buried.

1. Digby's Journal, BM.

SIR GEORGE COLLIER TO LIEUTENANT MICHAEL HYNDMAN, H. M. SLOOP  
*Albany* <sup>1</sup>

(A Copy)

His Majestys Lieut Governor and the Council of this Province have represented to me, that Intelligence has been received by them of a Rebel Army being now Assembling in New England, for the purpose of invading the Province of Nova Scotia, and that Magazines are now forming for that End.

You are therefore, hereby required and Directed to proceed immediately to Sea, with His Majesty's Sloop under your Command, taking with you the *Diligent* Armed Brig (whose Commander has directions to obey your Orders,) and make the best of your way to the several Rivers Kenebeck, Penobscot and Pasquaquody using your utmost care to procure Intelligence whether any Preparations are making for the above mentioned purpose, or any other respecting His Majesty's Service.

And in case of receiving any authentic Information which may appear necessary for the Governor, or myself to be acquainted with, You are to lose no Time to communicate it, by either proceeding yourself, or sending the *Diligent* Brig into Annapolis [Royal] and Dispatching an Express immediately from thence to this Place.

You are in that case, afterwards to take every Measure to impede and obstruct such Preparations, by destroying their Magazines, Boats, &c. employing the *Diligent* Brig for the same Purpose, and exerting your utmost Attention to distress the Rebels, and afford every Protection to His Majesty's faithful Subjects.

But if you shall be convinced that the Report of such intended Invasion is



groundless and without Foundation, you are nevertheless after visiting the before mentioned Rivers to proceed to Annapolis, and send an Express to the Governor, or myself, of the Intelligence you have procured, and then Cruize between Annapolis and Mount Desart till the 10th of December after which you are to return to this Port for further Orders.

You are at liberty if no Preparations are making by the Rebels in those Parts against this Province, to employ the *Diligent* in the manner that may appear to you most for the Advantage of the Kings Service, either by leaving Her at Annapolis, or by sending Her round to this Port as Convoy to such Vessels as may be bound to it; for doing which this shall be your Order.

Given on board His Majesty's Ship *Rainbow* in the Harbour of Halifax the 6th of November 1776

Geo: Collier

[Endorsed] No. 1 *Albany*

1. PRO, Admiralty 1/1611, 2, 12.

#### MASTER'S LOG OF H. M. SLOOP *Hope*<sup>1</sup>

Remarks &c on Wednesdy the 6th Novr 1776

7 AM Let T-G Sails, Saw a Sail in the SE Qr Chaced the Isl of Hope WBN 3 or 4 Miles, at ½ Past 9 fired one 4 Pdr Shoted at the Chace Brought to, Found hir to be the Snow *Lord Standley*, Tacken by the Rebels, took Pocesion and made Sail, at Noon Port M[u]tton Island NWBW 7 or 8 Leags Fresh Breezes & Hazy P[ri]sc in Compy

1. PRO, Admiralty 52/1794.

#### JOHN LANGDON TO WILLIAM WHIPPLE<sup>1</sup>

Dear Sir

Portsmo Novemr 6. – 1776 –

My being out of Town for sometime past must be the excuse for my not writing you ere this, your kind favour from Springfield I have received. It would have been of little Service if you had gone by the way of Providence, as the Guns cannot be had from there Cap. [Nathaniel] Falconer went from hence two Days since for Providence by him you'll be informed of all Matters from that Place – I've no prospect of Guns unless from Connecticut or Philadelphia:

I understand that the Guns at Hartford, are ready for the Ship at Middletown which is not ready to receive them now if them were immediately ordered for me & another sett cast for her there, or sent from Philadelphia it would do pray mention this matter to the Honle Committee if they should order it would be best to send off immediately to Hartford and order the Guns to be halled to Boston and delivered to the Agent Cap. [John] Bradford for me from whence I may have them by Water the Guns for the Ship are those 26 Twelve Pounders, 6 sixes or fours twenty swivels. – For Mercy sake let something be done immediately or our Ship will never go to Sea, I do not expect to have one Man left in few days In short them want to be excused, as they have great offers every Day in the Privateering way there is scarce now one single man out of employ fit for Midship-



man Privateers every Day calling for Men – Pray let me have also an order to Enter Seaman from the Continental Troops, here, as they can be filled up out of the Country (that is if the Guns are ordered) I've received no Orders from the Honorable Secret Committee Relative to the Goods by [Thomas] Palmer please mention this least my Letters should have miscarried, which I wrote them –

I've now the pleasure to Inform you that the *McClary* Privateer Cap. [Robert] Parker got home few days since and has brought in here one fine River built Ship with five Hundred & odd Hogsheads Jamaica Rum Designed for Quebeck for the Army there, there is one Hogshead Sterling old Stuff for Burgoine & one for Carlton this prize is worth at least 20,000 Lawful Money, also a Brigantine with about two Hundd Hogsheads Sugar and a Ship loaded with Mahogany these three prizes with the two small Schooners sent in before makes verry successful Cruise. –

I have begun to Load the Ship I bought have had the Carpenters to work ever since put in new hooks new Steps some new Ceiling new Top's some new Yards her Cargo will consi[s]t of about Twenty Thousand feet of Mahogany about thirty Masts & Bowsprits from 18 to 26 Inches compleatly hewed about Two Thousand Inches spars, about Thirty Thousand Oak Plank Plank measure as much pine about Thirty Thousand Staves white oak & red &c pray let me know if the Honle Committee see fit to take her by Charter or any other way they think best & what Goods they choose purchasd pray let me know this by return of Post as she will be ready to go in about three weeks pray be good enough to see that my Letters to the Honle Committee, are laid before them least the Hurry of Business should omit them, I've reason to believe that some of my Letters to the Honle Committee have miscarrd; as their Letter to me refers to mine to Mr [Josiah] Bartlett & does not mention mine to the Board which I wrote at the same time pray try to forward all these Matters by return of Post –

I went to Cambridge to the appeal of Lears [Tobias Lear's] case but the Court is adjourned to February & his property & Yettons [Hopley Yeaton's] laying Spoiling I wish if it can be done you'll get the sense of the House about that matter whether if we should loose it at Cambridge we may not apply to Congress for redress for it is an unheard of piece of Robbery not even to allow them their Adventures tho' they are americans and proved Friends to the Cause of America as any on the Continent. I hope the Congress will order the Cause before them or the Men will be totally Ruined<sup>2</sup> all are well of our Friends – God bless you – With Friendship I am [&c.]

J. Langdon

P S please to Remember me to Mr Bartlett if he's there which I do not expect & also to Mr [Matthew] Thornton

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. Langdon had reference to captured ship *Polly*. See Langdon to Bartlett, September 28, Volume 6, 1031.

JOHN LANGDON TO CLARKE & NIGHTINGALE, PROVIDENCE<sup>1</sup>

Gentlemen

Portsmo Novemr 6. 1776

Your favour P Cap [George] Wentworth I received by which I find your Frigates are near ready for Sea. It was not the Intention of the Honle Continental

Committee to take the Guns from them Ship's if they were ready for Sea by any Means some time since I sent round my accot against your Frigates for Masts & Sparrs, to Mr Nicholas Brown amountg to £172.8.6¼ bringing down the River £1.10 more which had not been Charged as also my accot against Mr John Brown for supplies to Cap Jacobs in his Sloop amounting to £3.11/- all in Lawful money I shall take it verry kind if you'll be good enough to call on them for the money & send it to Boston to the care of Messrs Breck & Hammatt I don't expect to be at any expence for sending the money as I ought to receive it here free from Charge the Expences that may arise are to be paid to Mr <sup>2</sup> & charged to the Continent I am with Respect Your [&c.]

John Langdon

P.S Wee have had brou't in here within few Days by a Privateer belonging to few of us here, one Ship from Jamaica with 515 Hhds Rum a Brig with 200 Hhds Sugar and a Ship Loaded with Mahogany

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. Name omitted.

### JOHN LANGDON TO JOHN HANCOCK <sup>1</sup>

Sr

Portsm Novr 6th 1776

The letter from the Honbl Committee of the 17th Ult by Cap [John] Roche, I Recd this day, and immediately Ordered one of my Master builders out of the Yard, with a Gang of Hands into the woods to Cut and procure Timber for the Vessell, which I am order'd to build,<sup>2</sup> – I should been very glad to have had the order little sooner, as it would have saved much Trouble and expence the Season being so far advanced. the hauling so bad, and the days so short. however shall pay my greatest Attention in giving every Dispatch in my power; I've a very Compleat Ship almost ready to Launch of the very Same Dementions which this must be of. (belongg to Private Concern,) the molds of which and many other matters will exactly do for this, which will save much time, and some expence – I observe the Honbl Committee, Intend her for a Brig but they will pardon me for Differing in Opinion, the Riging her a ship will be Attended with little or no more expence, [(] and by far the best.) of which Cap. Roche when he came to Consider the Matter was fully Convinced, – This vessell will T[o]nage upwards of three hundred Tuns and if Rigged a Brigt her Mainmast main Topmast and Boom would be very Unwealdy and by no means answer for these seas; tho' it might Possibly do to the Southward in fine weather or, in Rivers. If the Honbl Committee should think proper to order her rigged a Ship they will please to Signify it in their next. – Cap. Roche will immediately set off to the furnices in Massachusetts, to Procure guns ball, and other Stores in which I fear shall have some Trouble; as every thing of that kind are extreamly Scarce, and of a most Extravigant price – all sorts of Rig[ging] Costs from £6 to 7£ pounds L my P Ct in short there is no price to any Stores for vessells – I shall make it my Study to do the business on the most frugal plan Possible

I Observe the Honbl Committee order the payment of this out of the [prize] money in my hands, which I shall make use of when Recd. the State of the Prizes at a Rough calculation are as follows, in Mr [Joshua] Wentworth's hands

for Ship *Susanna* which sold only for Three hundred and fifty pounds being very old and rotten, her Cargo porter and Sour grout, mostly spoiled – for Ship *Nelly Frigate* and Cargo of Mahogany which sold Low; on these are many Charges and high Portledge bills, so that not much is to be expected from them, when the Accts are made up: the Brig *Elizabeth* with dry goods Nothing, the Continent haveg given up their part to the Claimants. In my hands the Ship *Royal Exchange*, and Cargo which perhaps may Sell for Ten or Eleven thousand pounds L my the shot good for but little the Sale will be on Tuesday the 12th Instant – the Honbl Committee will please to Consider that I have Considerable sums to pay for the *Raleigh*, yet unpaid a Considerable Q[uan]tity of Provision to pack for her, as also for the ship which I am now to build the men to pay off that are on board, every three months keeping back one month's pay – least Desertion – many expences every day accrui[n]g. –

From this state of Matters the Honbl Committee will form some Judgement of the Expenditure of the Monies Recd My last Draught on the Honbl Committee in favor of Colonal [William] Whipple, shall most Certainly want for use of the Frigate – I beg leave to Observe to the Honbl Committee, that in the Month of December, and Janry is the time for Cuting and hawling of Timber, therefore if any thing is to be done further in the buildg way, of any large ships & it will be Necessary for Orders immedeately that the Materials may be got in the proper Season and be ready in the month of February when fine weather and long days are Coming on, to do the work in; this would Save great expence, to the Continent, and the timber much better. It is full one half the Trouble and Labour in geting the Timber and Materials in the yard – I am with the Greatest Respect [&c.]

John Langdon

The Honbl John Hancock Esqr

President of Marine Committee

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. Continental sloop of war *Ranger*.

#### JOHN LANGDON TO ROBERT MORRIS <sup>1</sup>

[Extract]

Sr

Portsmo Novr 6. 1776

Your favo'r of the 18th Ult P Capt [John] Roche, is now before me, to which I answer – It has given me much pleasure to Correspond with you on Publick Affairs, as I was always Certain, of all matters being Carried into execution (that fell within your Department,) with Effect. It now gives me great Satisfaction to have a Correspondence with you, or the House of Willing, Morris & Co[m]p[an]y on private business; – I think my self under Obligation to you for the good opinion you are pleased to Entertain of me and the Liberty you have given me of Speculating for so large a Sum of money. Depend on't I shall take hold of every Opertunity, (that may Turn up in this place) of Serveg you and the House of Cunningham Nesbit and Compy, in the Purchase of Prize goods,<sup>2</sup> – Nothing would make me happier than to have it in my power, to be Concern'd for one third as youv'e been kind enough to Mention; but when I tell you, that two thirds of My little fortune is now in the hands of Messrs Lane & Compy of London, and that which I have here, vested in parts of Private vessells of war, and Mer-

chantmen, will easily see that I should be wrong to Attempt it, not that Iv'e the least doubt but much might be Made, in this way (Common Accidents excepted) by men of large Capital You may Depend on't that whether I am Concern'd or not, (if you ch[oo]se to make Purchases) it shall be done on the best terms, and every Caution taken in my Power: and whatever Allowance you may think for doing the business, will give me full Satisfaction.

. . . the Oak plank you mention will not Suit the Westindia Market, by no means so well as pine I think the Ships may be had, tho the Rigg and Sails which perhaps some may want in part, will be extravagantly high, the men I beleive may be had tho high wages, — some of the Prize ships have been Sold very low, but they have been very old and wanted much Repairg those have been Sold at £500 to £7 or £800 — The ship which Ive mentiond with Jamaica Rum is Very good river built. Thorough repair last voyage which Cost £1500 Stg only the repairs upwards of two hundred Tons, the Ship with Mahogany old, one hundred and Sixty Tons, good ship, Carolina built. . . .

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. Morris made a similar proposal to John Bradford at Boston. Bradford to Morris, November 7, 1776, John Bradford Letter Book, LC.

#### MASTER'S LOG OF H.M.S. *Milford*<sup>1</sup>

Novr 1776

Cape Ann N 85d W Dist 8 Leags

Tuesday 5th

AM wore ship & stood to the Sowd — At 7 out all reefs the Main Topsail & out 2d Reefs the F. Topsail. At Noon in Compy with the Tender as before

Fresh Breezes & hazy Latter fresh breezes & clear. At ½ past 3 pm Saw a Strange Sail to the Westwd — Do Gave chase as did the Schooner. At 4 Thatchers Isld bore WbN Dist 4 or 5 miles Do tacked Ship & left off chace the Schooner still in Chace At 5 tack'd hoisted out the Cutter manned & armed her; the Master being the Officer in the Boat, went in pursuit of several Vessels in Shore At 10 Do he attacked 2 Schooners & 2 Sloops with small Arms & after an Attack of about an Hour & ½ he took one schooner & one Sloop, the Rebels run the o[the]r Schooner & Sloop on shore

The Enemy upon leaved [*sic*] the Schooner blowed her up. the Sloop went to pieces upon the Rocks. At 11 joined the Ship with the prizes as did the Schooner wth her prize.

Wednesday 6th

At 7 AM brot to the M. T. Sail to the Mast, & brot the prize along Side. The people empld gettg wood & other Stores out of the prize

Little Wind & hazy Latter light Airs & Cloudy. At 1 pm burnt the prize At 6 Do in 2d Reef topsails & brot too the M. T. Sail to the Mast At 8 Do Wore & made Sail

1. PRO, Admiralty 52/1865.



RESOLUTIONS OF THE MASSACHUSETTS GENERAL COURT RELATIVE TO  
PRISONERS OF WAR <sup>1</sup>

The Committee of both Houses, appointed to consider what is proper to be done with those Prisoners brot into this State by armd Vessels, and others, who are not Prisoners of War;

Report the following Resolves,

Viz Resolvd that the Committee of Safety, Correspondance &c in the several Maritime Towns in this State do, as soon as may be, make a Return to the Council of all Prisoners that now are, or that may be, from time to time, bro't into their severall Towns, by any armd Vessel, or others; who are not Prisoners of war, and who shall not inlist into the Sea Service of any of the united American States, or on board any armed Vessel fitted out by private Adventurers: And that the Council be, and they hereby are impowred to remove all such Prisoners to such inland Towns, not laying on any public Post Road, as they shall think proper. —

And it is further resolvd, that the Selectmen of each Town, to which such Prisoners shall be destind be, and they hereby are impowred and directed to put out all such Prisoners, who are not able, and actually do not maintain themselves, to labour for their Support: and if any Prisoner, so put under the Care and Direction of the sd Select Men, by Order of Council, shall refuse to labour, the said Select Men shall make return thereof to the Council, who are hereby impowred to commit him or them to such Goals as they shall think proper, till their further Order. —

In Council Novr 6t 1776

Read & Sent down

John Avery Dpy Secy.

In the House of Represente Novr 7 1776

Read & accepted Sent up for Concurrence

T Dalton Spkr pro Tem

In Council Novr 7th 1776 —

Read, & Concurred —

John Avery Dpy Secy

1. Mass. Arch., vol. 211, 39.

RICHARD DERBY, JR., AGENT FOR THE MASSACHUSETTS STATE BRIG *Tyrannicide*,  
TO FRANCIS DANA <sup>1</sup>

Sir

Boston 6 Novr 1776

I find Mr [William] Creed is about to make application to Councill for the Delivery of the Brigg *Betsey*, & Therefore pray Leave to Inform You that after the Tryall in the Maritime Court at Salem I had Determined not to Trouble my self any further about her, as there Did not appear to me on Tryall there was the Least probability of her being Condemned, but as the Captors were Clamorous & Noisy I Enterd my appeall, with an Intention to prosecute it further at the Supreme Court, but I assure you I have not the most Distant apprehension of



Succeeding, it will be an Expence of about £40 – the board will Act their pleasure I am Sir [&c.]

Rich<sup>d</sup> Derby Junr.

To The Honble Mr Dana Watertown  
[Endorsed] In Council Novr 8th 1776 –

Whereas there appears no prospect that the Brig *Betsy* with her Cargo or her Appurtenances lately taken By a Vessell belonging to this State <sup>2</sup> claimed by Mr. Creed & others and has been acquitted in a Tryal in the Maritime Court at Salem will be condemned on the Tryal on the Appeal, to the Sup[reme] Court, Therefore ordered that the agent for the middle district of this State, Be and he hereby is directed, not to enter or prosecute the said appeal so far as Respects the Interest of this State and He Signify to the Captors, or such as represent them, That if they are determind and Will prosecute the said appeal, so far as the Captors are Interested – they must do it entirely at their own Expence

Read & Accepted

John Avery Dpy Secy

1. Mass. Arch., vol. 166, 23. Dana was a member of the Massachusetts Council.

2. *Betsy* was taken by the Massachusetts state brig *Tyrannicide*. See Volume 6.

COMMODORE ESEK HOPKINS TO THOMAS CUSHING, BOSTON <sup>1</sup>

Sir

Providence November 6th, 1776 –

I receiv'd yours, and have enquired, and find that there is no light Duck onboard the Ship Captn Manly told you of – but there is a fourteen Inch Cable of about One Hundred & twenty or thirty fathom which has never been used though it has been onboard a Year – the Captn of the Ship tells me it was made in London and he thinks it a very good one – I spoke to Mr Tillinghast the Agent here and he says if it Suits you, You may have the Cable for the same Weight in other Rigging, or for what he gives for Rigging here, which is the extravagant Price of twenty dollars p hundd – but as the greatest part of it belongs to the Continent it is no great matter as to the price – If the Cable should Suit you please to write to Mr Daniel Tillinghast, as I shall go to Newport to morrow and perhaps to Sea before I return – I am with great Respect Sir [&c.]

E. H.

1. Hopkins Letter Book, RIHS. Cushing was agent for the Continental frigate *Hancock*, John Manley, commanding.

LIBELS FILED IN NEW HAVEN ADMIRALTY COURT <sup>1</sup>

A Libel being filed before me the subscriber, against six barrels of sugar, four barrels of coffee, four barrels cocoa, two bags of coffee, and two bales of cotton wool, and a number of muskets, part of the cargo of the schooner *Hiram*, bound from the West Indies to Cape-Ann, taken by the *Greyhound* frigate, a British ship of war, retaken by William Rogers, in the sloop *Montgomery*, and said articles by him brought into Milford, in New-Haven county. – Also against the cargo of the sloop *Mary*, Duncan Campbell, Master, from Halifax, bound to Sandy-Hook belonging to the subjects of the king of Great-Britain, taken by said Rogers in said sloop *Montgomery*, and said cargo brought into said Milford – Also against eleven

packs of whale bone, and twelve barrels of oil, and a number of muskets, part of the cargoes of the brigantines *Pembroke* and *Speedwell*, of Nantucket, taken by said Campbell [*sic* Archibald Dickson], in said ship *Greyhound*, retaken by said Rogers in said sloop *Montgomery*, and said goods brought into said Milford. The Court erected to try and condemn captures will be held at New Haven in New-Haven county, in the State House, on the second Wednesday of December next, at two of the clock in the afternoon, to try the justice of said captures; of which this notice is given, that the owners of said goods may appear and shew cause, if any they have, why said cargoes should not be condemned as lawful prize.

Elihu Chauncey, Judge.<sup>2</sup>

New Haven, Nov. 6th, 1776.

1. *Connecticut Journal*, November 13, 1776.

2. *Ibid.*, libels were also filed this date against sloops *Nancy* and *Charlotte* and ship *Crawford* taken by the *General Schuyler*, and against sloops *Princess Mary* and *Lilly* captured by an army detachment under Lieutenant Colonel Henry Beekman Livingston.

*Connecticut Journal*, WEDNESDAY, NOVEMBER 6, 1776

New-Haven, November 6.

A few nights since, between 3 and 400 troops, from the State of Rhode Island, crossed the sound, and landed on Long-Island, near Setalket, where they engaged a party of the troops newly inlisted into Gen. Howe's army, commanded by one Smith; five or six of his men were killed in the action, and himself and 23 of his company made prisoners, who were brought off, with 75 excellent muskets. The prisoners are a motly herd, about one half of them being Negroes and Indians. Of the Rhode-Island troops, one was kill'd, and one wounded.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

[Fishkill] Wednesday, 9 ho. P M. Novr. 6, 1776.

Capt. Patrick Dennis's request for the advance of five hundred pounds on account of the vessels by him purchased, and the moneys he has advanced for the purpose of obstructing the navigation of the East river, was taken into consideration: Thereupon,

*Ordered*, That the Treasurer of this State pay to Captain Patrick Dennis the sum of five hundred pounds, on account of the moneys that have become due him in pursuance of the directions for obstructing the East river navigation.

1. *New York Provincial Congress*, I, 705.

ROBERT HANSON HARRISON TO GOVERNOR JONATHAN TRUMBULL,<sup>1</sup>

[Extract]

White Plains Novemr 6th 1776

Sir By a letter from Majr General Greene who is stationed on the Jersey side of the North River his Excellency is informed, that six officers belonging to Privateers who had been taken by the Enemy and made their escape report that Seventy Sail of Transports and Ships have fallen down to Red Hook, having on board about three thousand Troops, and that their destination, as given out, is to Rhode Island. His Excellency supposing there is such an embarkation does not

apprehend that the expedition will be to the Eastward; he inclines to think that it will be to the Southward, and that some thing may be attempted there by way of a Winter's Campaign. However, he has thought proper to transmit the intelligence to you and Governor Cooke, that you may be on your guard, and have such precautions taken as may appear most likely to counteract their design in case they should attempt a descent . . .

1. Trumbull Papers, XXIX, Letter Book IV, 378, ConnSL.

JOURNAL OF H. M. S. *Phoenix*, CAPTAIN HYDE PARKER, JR.<sup>1</sup>

November 1776	At Single Anchor in Tapan-Bay –
Tuesday 5th	Scrub'd Ship Between Wind and Water. Mode & thick hazy Wr at 4 PM discover'd Some Vessels and Whale Boats standing up the River under the Wtern Shore, made the Signal for the <i>Tryal</i> , <i>Howe</i> , & <i>Pembroke</i> to Chace at ½ pt fir'd 2 Guns & made the Signal for all Boats Man'd & Arm'd to Chace, the <i>Tartar</i> Weigh'd and drop'd up the River, made the Signal for the <i>Parole</i> at 10 PM one of our Cutters ret'd with the Loss of One Man Killed and one wounded, Wednesday 6th at 8 AM the <i>Pembroke</i> (and all the Boats) return'd and drop'd down the River, at 11 She fir'd a Gun & made the Signal for seeing the Kings Troops, The <i>Tartar</i> , <i>Tryal</i> , and <i>Howe</i> Galley at Anchor off Dreadfull Hook. – Light Breezes & hazy, <i>Parole</i> Signal and Guard Boats as usual

1. PRO, Admiralty 51/694.

JOURNAL OF H. M. S. *Tartar*, CAPTAIN CORNTHWAITE OMMANNEY<sup>1</sup>

Nov 1776	At Single Anchor in the North River
Wednesday 6	Do [Light airs and hazey] Wr at 4 PM the Signal on board the <i>Phoenix</i> for all Boats Man'd and Arm'd and the <i>Tryal</i> and <i>Howe</i> Galleys Signl to Chace some Vessels in the NWt Weighed and came to sail Do the Schooner and Galley with the Boats came up with the Vessels and drove them on shore at 6 came too with the S Br in 6 fm and Veerd to ⅓ a Cable

1. PRO, Admiralty 51/972.

DIARY OF FREDERICK MACKENZIE<sup>1</sup>

[Long Island] 6th Novr The *Pearl*, Frigate, and two Navy Victuallers got under way about 3 o'Clock yesterday afternoon from their anchorage near Jones's house on The North River, and notwithstanding a very heavy fire from the Rebel Forts and Batteries on both sides, they got up as far as the mouth of Spikendevil Creek near Kingsbridge, without having received any apparent damage. They came to an anchor there, as the tide was spent. They are going with provisions for the three ships of War stationed higher up.

Four deserters came in this morning. They say but one shot struck the *Pearl*.

It is thought probable that the transports which are now ready in the harbour may be employed in conveying a considerable part of the Army up the North River towards Albany, in order to forward the operations of the Army under Genl Carleton, and assist in dispersing the Rebels opposed to him before the winter sets in. This does not appear impracticable. There is no danger of any Ice in the River till January, and it is navigable for transports and large vessels within 30 miles of Albany. The very appearance of an Army coming upon their backs, would probably oblige the Rebels to retire. Most persons however are of opinion that the fleet is destined for the Southward. Admiral Sir Peter Parker is to Command. The *Carcase Bomb* is ordered to go with it.

Many officers are still of opinion that the Expedition is intended against Rhode Island, as being the Best harbour for the Ships of War.

1. *Mackenzie's Diary*, I, 98,99.

CAPTAIN GEORGE KEITH ELPHINSTONE, R.N., TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

Copy

*Perseus* at Sea the 6 of November 1776.

My Lord, I am honored with your Lordships Letter bearing date the 21st of October, accompanied with a representation from Mr Alexander Brown, late Master of the *Dinah* Victualling Brig <sup>2</sup> which Sailed from Spithead, under Convoy of the *Perseus*, and desiring my observations relative to his assertions.

In consequence, I need only refer your Lordship to my Journal for a full vindication of my conduct with regard to the *Dinah*, and the Convoy in general put under my protection. Or if your Lordship is of opinion that from the concise manner of keeping a Journal, the circumstances might appear more clearly from my Log-Book, where the observations are noted hourly, I will have the honor of transmitting a Copy: and it may perhaps convince your Lordship that had the Masters been as attentive to my Signals, as I was to the protection of their Vessels, the King's Service would have suffered less.

I will now beg your Lordships permission to enter into a few Circumstances which I flatter myself will remain unanswerable.

First; with regard to Mr Brown's observations on his Vessel, I do perfectly agree with him, and will venture to add she was unfit for any purpose except that of burning. Secondly – "he mentions, I kept company with the Fleet until the 16th of August:" from the time of my leaving St Helens to the time I joined the *Lark* which was the 12th of August, I placed the Ship on the *Dinah's* Lee-beam, distance a Cable's length; and my orders to the Officers were most positive to keep that position during the Night; this circumstance will lessen Mr Brown's merit in keeping company with the Fleet. Your Lordship will see the reason of my requesting Captain [Richard] Smith to take charge of the Convoy by the Letter I enclose.<sup>3</sup> It is also plain that the *Dinah* and *Burstwick* were never seen after eight o'clock in the Evening of the 13th of August; and that on the 14th, the Weather was foggy 'till Noon, at which time there were only 18 Ships in Company, which I with much difficulty collected; on the 15th I made the Signal to speak with the *Lark* evidently to concert measures for the protection of the Convoy;



and on the 16th (which is the day mentioned by Mr Brown for his having parted Company) it is beyond a doubt that I chased different Ships of the Convoy the whole day, fired a great many Shot at the offenders, rebuked the Masters &c. and with difficulty once more collected them. On the 18th I parted from the *Lark* and the *Snow* under her Convoy, consequently 17 remained under charge of the *Perseus*, not one of which was lost before our being driven on the Banks of Newfoundland, where we were dispersed by Gales of Wind and thick fogs.

I beg leave to conclude this tedious narrative by observing that it will ever be impossible for a single Ship to govern a Convoy, except where the Owners and Masters interests are concerned, which has not been the present case; and to assure your Lordship, that no one could have undertaken that Service with more zeal, and as far as my capacity permitted, I used every means for the preservation of the Fleet. I have the honor to be My Lord [&c.]

Geo: Keith Elphinstone

[Endorsed] No 2 In Lord Howe's No 25.

1. PRO, Admiralty 1/487.

2. See Master's Log of H. M. S. *Juno*, October 6, 1776, Volume 6, 1141-42.

3. See Elphinstone to Richard Smith, August 11, 1776, Volume 6, 149-50.

#### JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Philadelphia] Wednesday, November 6, 1776

The Marine Committee brought in a report, which was taken into consideration: Whereupon,

*Resolved*, That three persons, well skilled in maritime affairs, be immediately appointed to execute the business of the navy, under the direction of the Marine Committee.

The ship *Lady Catharine*, George Ord, master, which was sent out last winter, being returned,

*Resolved*, That the Secret Committee be empowered and directed to settle the accounts of the voyage, and report in what manner the cargo imported is to be disposed of.

1. Ford, ed., *JCC*, VI, 928, 929, 930-31.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

[Philadelphia] November 6th, 1776.

*Resolved*, That Commodore Seymour be directed to send a vessell on board every Vessell passing from this Port through the Chevaux de Frize, with a proper officer to Inspect their Permits, & that said Vessels at all times be assisted by the Boats, &c., in the Service of this State (if required) in going through the Chevaux de Frize.

1. *Pennsylvania Colonial Records*, X, 779.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, NOVEMBER 29, 1776

Baltimore, Nov. 6.

Last Monday arrived here, from Martinico, Capt. John Martin, in the brig



*Friendship*, mounting ten carriage guns, and forty men, belonging to this State, with a very valuable cargo, 3200 weight of gunpowder, two tierces of gun flints, 410 bushels of salt, a large quantity of osnabrigs, blankets, and a considerable quantity of saltpetre, brimstone, sailor's jackets, &c. likewise drugs and medicines. — With Captain Martin came passengers the following French Gentlemen, viz. Henri Dieu Donne Le Chevalier Drouant De Givricour, Captain Jean Andre, Jean Antoine Coutura, Jean Francois Tallaison, Francois Clinet Chirujien, Nicholas Tronc, Francois Pelletier — Cyrus Cooper merchant at Alexandria, and Daniel Tebbs of Virginia.

MARYLAND COUNCIL OF SAFETY TO JESSE HOLLINGSWORTH <sup>1</sup>

No 249

Sir

We are well satisfied that Mr [John] Gibbons is worthy the Trust to which you have recommended him, therefore have appointed him Captain of the *Friendship*, being confident that you would not recommend any man, that was not hearty in the cause of America — Pray push out all the vessels under your care as fast as possible — the sooner they get out of the Capes, the less danger from the Enemy, as we daily expect two Men of War will take their Station there — Salt up one hundred Barrels of Beef as Soon as you can and buy up 300 Bushels of Salt lately come in, the Council want a great Quantity more, but do not care to rob the people too much.

[Annapolis] Novr 6th 1776

1. Council of Safety Letter Book, No. 2, Md. Arch.

VIRGINIA NAVY BOARD TO CAPTAIN WALTER BROOKE <sup>1</sup>

Sir

Williamsburg Novr 6th, 1776

We have receiv'd your Letter of resignation and are very sorry your indisposition prevents your going the intended Voyage in your Vessel, we rely on your care and dispatch in preparing your Vessel for Sea agreeable to our last orders, and before her sailing we shall appoint some proper person to succeed you in the Command of her, the Bearer Captain Lilly <sup>2</sup> is in the greatest want of Seamen and we desire you will turn over to him all the Men you have more than will be necessary for your Vessel on the Voyage for which She is now fitting. You are not to carry more than eight Seamen, and whatever Officers besides the Captain. By order of the Navy Board [&c.]

Thomas Whiting 1st Comr

1. Navy Board Letter Book, VSL.

2. Lilly commanded the brig *Liberty*.VIRGINIA NAVY BOARD TO CAPTAIN WILLIAM DEANE <sup>1</sup>

Capt Dean,

Williamsburg Novr 6th, 1776

You are to proceed with your Vessel immediately from Jamestown to Woods and when there apply to Mr Thomas Shore at Petersburg or his Agent at Hoods for a Cargo of Flour and Tobacco which You have an order on him for you are

to put your Vessel in the best manner for the reception and safe carrying the above Cargo to the West Indies. taking of the 20 Hhds and filling up with as many Barrels of Flour as your Vessel will safely stow, and when loaded return with out loss of time to James Town and apply to this Board for further instructions. I am by order of the Naval Board [&c.]

Thomas Whiting 1st Comr

To  
Capt Dean  
of the Schooner *Revenge* }

1. Navy Board Letter Book, VSL.

"A JOURNIEL KEPT BY EPHRAIM BRIGGS OBOURD OF THE GOOD SLOOP *Warren*  
A BOLD PRIVATEER A SECOND CRUIZE." <sup>1</sup>

Wednesday November the 6 Day 1776

Latter Part Wednesday the Wind at E. Six A Clock Spied A Sail Bearing E by S. stood to the ship knock'd About Wore ship stood to the Nothard We sot two Reaf'd Mai[n]sail Jib & Fouresail knock'd About stood to the Northard got Up our guns & swifoils very Tumbling After her hove out reafs stood After

First Part of these 24 hours the Wind at E. Blows Quick in Chace of A Ship Under Two Reaf'd Mainsail Jib & Fouresail steering N. the Wind Hals to Eastward we hall the ship Fast Five A Clock got within gun Shot Fir'd Two guns at her hal'd Down the Jib took off Bonnet Sot the Jib Give Chace Again Within gun shot it grows Dark & squalley sot trysail it Blows A gale

1. RIHS.

"EXTRACT OF A LETTER FROM PORT ROYAL, IN JAMAICA, DATED NOV. 6." <sup>1</sup>

The *Winchelsea* man of war has taken six prizes, and has brought them in here, three of them bound to Cape Nicholas, and three that were going in there, one a large brig, three schooners, and two sloops. What their cargoes consist of we at present do not know.

1. *London Chronicle*, December 26 to December 28, 1776.

7 Nov.

"A LETTER FROM QUEBEC, DATED NOV. 7, 1776" <sup>1</sup>

Last week arrived here the *Adamant*, from London, with General Carleton's Lady and sister, and other female passengers on board; passing the Island of Bicquet, in the River St. Lawrence, with a fair wind, and no Pilot to be got, by twelve o'clock at night, on Sunday fortnight, she, and another ship following her, got on a rock on the east end of Reed Island, by being deceived in the course by a large chart of that river: the *Adamant*, being a strong ship, beat over the rock, with the loss of both her anchors; but the other ship in company, loaded with wine and brandy, went all to pieces in an hour's time; the people were saved by the *Adamant*, who went back to Bicquet, and lay till a Pilot came from Quebec.

The General's Lady landed, and would not trust herself any further on the water, but took land-carriage for 70 or 80 miles over a bad road to Quebec.

1. *Whitehall Evening Post*, December 24 to December 26, 1776.

# JOURNAL OF LIEUTENANT COLONEL JOSEPH GOREHAM<sup>1</sup>

[Fort Cumberland]

Thursday the 7th [November] Captain Baron prevailed on me to let the Command Boat go off at day light this Morning with Letters for the General, intrusting the Packett with a Corpl of the Regiment, well acquainted with the road to Halifax about 7 OClock in the Morning the thick Fog & Haize clear'd away, I discovered several Boats full of Men coming along Shore from Westcock, & the Merchant Schooner under way, just a head of them, Ordered to beat to Arms; detached Capt Grant & 50 Men to cover the Provision Sloop, which lay at the mouth of the Cumberland Creek; hauled one of the Cannon on the Parapet, there being no Embrasure cut, fired about twenty Shot, which fell rather short of the Enemy's boats & the Schooner, which they had now possession of. Capt Grant returned, & confirmed our Suspicion that they had also taken the Provision Sloop, which they soon got under Sail, and out of reach of his Musquetry – this provision Sloop had a Serjeant & twelve Men on board at Night, as Guard, & had orders occasionally to help to unload, when the Tide at those times served –

Capt Barron the acting Engineer, the Revd Mr Eggleston, with a Corporal & six Men of the Command Boat, also some of the Working party, which had got on board this Morning were taken, as the Sloop was undoubtedly surprized, & got possession of by the Enemy during the Night Season. I Ordered a Nine pounder drawn down to the Dyke to fire on the Vessel, & the Boats, the Enemy then stood for the River Leplaneke, & run in that Creek – brought the Gun up again to the Fort, there being little or no Water in the Fort Well, got 13 Hoghds filled for extra Use & purchased a number of Cattle, to serve the Garrison, there being no Pork got from the Sloop, & only about 4 Months flour, & pease, the Rebels taking every thing also sent in the Sloop – but few Friends of Government, or Militia came in; one of the Regiment deserted to them last Evening & by the Intelligence from some of the Inhabitants, who have been with them, they say most of the Inhabitants of Westcock; Amherst & Joly Cour [Jolicoeur] &c, have joined the Rebels, who are between 4 or 5 hundred; two hundred took the provision Sloop, that they expect a number more from St John's & Machias &c, with Frigates & Cannon. – Sent off Lt Sharman, & Mr Sheller, & Farrell from Halifax & Cornwallis in a Birch Canoe for Windsor, but it turning out Leaky they came back

1. Proceedings at Fort Cumberland, PRO, Colonial Office, 217/52, DAC Photocopy.

## CERTIFICATE OF HARMON BROCKHORN REGARDING SALE OF HALF SHARE IN FUTURE PRIZES<sup>1</sup>

Beverly Novr the 7th 1776

Know all Men By these Presants That I the Subscriber In Consideration of the Sum of Sixteen Dollars To Me in Hand Paid by Mr John Waters in Part for one

Half Shair of all The Prizes That May Be Taken Duering the Cruze of the Privateer Sloop called the *Revenge* whea[re]of Benjn Dean is Commisioned Commander and for the further Consideration of Twenty foer Dollers Moer To be Paid at the End of the Whole Cruze of the Said Sloop and theese Certify that I the Subscriber have Sold Bargaind and Convayd Unto the sd John Waters or his order the one half Shaer of My hole Shaer of all the Prizes that May be Taken duering the Hole Cruze of Said Sloop      Witness My Hand

Witnesses

pr      Harm Brockhorn

Tho<sup>s</sup> Sanders      Benja Waters

1. Miscellaneous Manuscripts, PM.

PETITION OF JOSIAH GODFREY TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

[Boston, November 7, 1776] <sup>2</sup>

The Petition of Josiah Godfrey Chief Pilot of the Sloop of War *Republic* Commanded by Capt Williams fitted out by this State.

Humbly Sheweth

That your petitioner engaged in the Service of this State expecting as much Wages as is given to Pilots in the Continental Service, but thinking himself in danger of being deprived of that reward for his Service that he can obtain from others, and which others in his Capacity enjoy, begs leave to State facts to your Honors, not doubting but he shall have all that Justice done him, that the justness of his Cause deserves. Your petitioner engaged with Capt Williams upon his Encouragement to give him as much as those of his Station in the Continental Service, this was Strengthened by Colo [Jerathmeel] Bowers engaging to lay a petition before your Honors, in behalf of your petitioner that Capt Williams engagement might be fulfilled to him, but this by accident was not done; And your petitioner having had Several offers more Advantageous has kept this upon the above encouragement, Now your petitioner is left to the said Alternative either to go much under what others freely offer him, or quit the Service of this State dishonourably and the worthy Officers with whom he is now happily Connected. Your humble petitioner makes choice of the former, and leaves the Event to your Honors, praying your Honors to make good his Encouragements from Capt Williams which induced him to Engage in the Service, and to allow him as much as those in the Continental Service which is Six pounds P Month.

And as in duty bound shall ever pray

Josiah Godfrey

1. Mass. Arch., vol. 181, 299.

2. Date is approximated from location of petition in the source volume.

*Independent Chronicle*, THURSDAY, NOVEMBER 7, 1776

Boston, November 7.

Last Friday [November 1] two Vessels arrived at Marblehead from Halifax, with 170 American Prisoners on board, who are to be exchanged for Men of equal Rank, now in our Possession. They inform that a Number of private Vessels are fitting out there, as Plunderers of American Property.



We have certain Advice, That a Vessel in the Service of the United States, arrived at a safe Port last Week, from Nantz, in France, with 3000 Stands of Arms, 300 Barrels of Powder, 100 Boxes of Tin, &c. &c.<sup>1</sup>

Last Lord's Day [November 3] returned here from one Month's Cruize, Capt. [John Foster] Williams in a Sloop belonging to this State; in which Time he took the Ship *Julius Caesar*, of about 400 Tons Burthen, Capt. Azariah Uzuld, mounting 10 Carriage Guns, besides Swivels, and had 25 Men. She was bound from London for Halifax, laden with some Woolens, Linnens, Provisions, &c. the Amount of her Cargo is said to be about 11,000 Sterl. — Also a Schooner — Atkins, Master, bound from Annapolis [Royal] for the West Indies, laden chiefly with Fish. The Ship arrived here last Tuesday, and the Schooner is soon expected.

Will be Sold at Auction, at the Store of Joseph Blaney, Esq; in Salem, The Cargo of the Brig *Mary and James*,<sup>2</sup> on Tuesday, 3d Day of December next, and to continue from Day to Day, until the Sale is completed. The following Articles,

98 Pieces Coatings	14 Dozen Cane Heads
11 Pieces twill'd ditto	2 Dozen Sword-Hangers with Chains and Swivels
20 Pieces Bearskins	4 Dozen Cut-Steel Sword Hilts with Furniture
8 Pieces Broad-Cloths	36 Dozen Swivels for Swords
16 Pieces Narrow Plaids	125 Groce Shoe and Knee Chapes
4 Pieces Cotton Denims	22 Dozen Jappaned Salvers
32 Pieces Drawboys	2 Dozen Plated Spurs
138 Pieces printed and plain Velver[e]ts	12 Dozen Brass Handles and Furniture
99 Dozen Breeches Pieces	150 Dozen Cutto Knives
2 Pieces Sattinets	126 Dozen Table Knives and Forks
205 Pieces stamp't Cotton and Linnen Handkerchiefs	675 Dozen sorted Penknives
110 Pieces Cotton and Silk ditto	96 Dozen Silver Capt Spear Knives
40 Groce Gartering	60 Dozen Raizors
68 Pieces Says	2 Dozen jappaned and plated Ink Stands
1000 Ditto	90 Groce sorted Rings
80 Ditto Ditto	35 Dozen Iron Snuffers
4000 Ditto Ditto	92 Dozen Carving Knives
400 Ditto best polished Steel Coat and Brest Ditto	24 Dozen Twitch Whips
900 Dozen sorted Shoe and Knee Buckles	[3]00 English Tanned Hides
60 Dozen Women's Scissars	8000 wt. Pepper
36 Dozen Tea Tongs	40 Hogsheads Allum
309 Dozen Women's Forks, hard metal	5 Barrels Lead Ashes
200 Dozen hard metal Table Spoons	2 Barrels Litharge
140 Dozen Watch Seals	85 Barrels Barr Tin
14 Dozen Ladies Watch Chains	A Quantity German Steel.



89 Pieces 6 qrs Lambskins	150 Dozen Tea Spoons
15 Pieces super 7-4 Ratteens	8 Dozen Ladies Pocket Books
16 Pieces twilled Flannels	64 Dozen Men's Ditto
45 Pieces fig. Lastings	370 Dozen Iron Snuff Boxes
124 Pieces Hairbines	30 Dozen Tweezers
186 Pieces Camblets	15 Dozen Pad Locks
5[0] Dozen Worsted Hose	3 Groce Silver Sleeve But-
680 Groce Coat Bindings	tons
49 Rolls Paper Hangings	36 Dozen Necklaces
3600 Groce Coat and Breast	4 Hogsheads Cocoa
[horn] Buttons common	30 Boxes Tin Plates
lacquered, white and	20 Hogsheads Copperas
yellow double washed	30 Tons Barr-Lead
Buttons common brass-	2 Barrels Red Lead
eyed Ditto Ditto	6 Tons Braziletto
20 Dozen Children's Watches	1 Elegant musical Time Piece
180 Groce sorted Sleeve But-	
tons	

Also, Raizor Cases, Pocket Knives, Steel Snuffers, plated Ink Pots, Desert Knives, Cases of Instruments, Nail Knippers, gilt Brasses, Images, japanned Tea Tryas, Watch Maker's Instruments, Beaver hats, Silver-plated Candlesticks, Jewellery, &c. &c. &c. The Sale to begin at X o'Clock, A. M.

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By Order of the Agent. On Thursday November 19th, 1776, At Ten in the Morning, Will be Sold by Public Auction, on the Long Wharf, in Salem, the Cargo of the Schooner *Kitty and Nancy*,<sup>3</sup> consisting of One Hundred and Forty Hogsheads of Jamaica Fish, Thirty Two Barrels of Newfoundland Herring, Twelve Hundred Gallons of Train Oyl, and 7 Pipes of Medeira Wine.

W. P. Bartlett, Auctioner.

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Tomorrow will be Sold by Public Vendue, At the Bunch of Grapes Tavern in Congress-Street, The Ship *Lord Howe*,<sup>4</sup> with her Appurtenances, (now lying at Gray's Wharf) a fine Ship, of about 220 Tons Burthen, built by Mr. Walker, in Boston, about 3 Years since, a good sailing Vessel and well found. The Sale to be precisely at 1 o'Clock.

Proctor and Lowell, Auctioneers.

1. The ship *Hancock and Adams*, Captain Samuel Smith.
2. The *Mary and James* taken by the Massachusetts privateer sloop *Rover*, Captain Simon Forrester.
3. The *Kitty and Nancy* captured by the Massachusetts privateer schooner *General Putnam*, Captain Stephen Mascoll.
4. Captured British transport. See Volumes 5 and 6.

LIBEL OF THOMAS STACY, COMMANDER OF THE RHODE ISLAND PRIVATEER  
SLOOP *Diamond*, AGAINST THE PRIZE BRIGANTINE *Live Oak* <sup>1</sup>

State of Rhode Island & } To the Honl John Foster Esq Judge of the Court of  
Providence Plantations ss } Justice for the Tryal of Prize Causes in and through-  
out the State of Rhode Island and Providence Plan-  
tations in America –

Thomas Stacy Commander of the Private Sloop of War called the *Diamond* fitted out at and belonging to the Port of Providence in the State aforesaid duly commissiond agreeable to the Resolves of the most Honl the Continental Congress in behalf of himself the owners and the Officers & Men belonging to said Sloop of War comes into this Honl Court and gives your Honr to understand and be informed that upon the third Day of October AD 1776 being on a Cruise against the Enemies of the united States aforesaid upon the High Seas he together with his officers and Men belonging to said Sloop took and captured and took the Brigantine called the *Live Oak* with her appurtenances commanded by one James Wallace together with her Cargo consisting of about Two Hundred and fourty Seven Hhds of Sugar Eighty Six Puncheons of Rum 450 Pieces of Mohogony Twenty three Tons of Logwood & 1500 lbs weight of Sheet Copper bound from the Island of Jamaica in the West Indies to the Port of London in Great Brittain That said Brigantine and her Cargo at and before the Time of Capture belonged to and were the Property of some of the Inhabitants of Great Brittain or some of the Inhabitants of the West India Islands Subject to the King of great Brittain other than the Inhabitants of Bermuda New Providence or Bahama Islands and were carrying Supplies to Great Brittain whose Fleets and Armies are now acting against the united States of America, And the Libellant further Informs your Honor that he has sent said Brigantine with her Appurtenances and Cargo into the Port of Providence within your Honors Jurisdiction for adjudication – Wherefore he hereby prays that your Honor would take the Premises into Consideration and grant out the proper Process and Monitions in such Cases by Law required and further proceed as to Right and Justice appertainith

John Cole for the Libellant

[Endorsed] Libel Thomas Stacy vs Brig *live-Oake* Received Novr 7: 1776  
Trial ordered to be on 27 Novr 1776.

1. Admiralty Papers, vol. 9, R. I. Arch.

ACCOUNT OF JOHN EARLE, MASTER OF THE CONTINENTAL SHIP *Alfred*<sup>1</sup>Dr  
1776 -Mr John Earle Master in Account with the Ship *Alfred*

To Amount of Slops, Cash Advanc'd & by Captn [Dudley] Saltonstall pr List left with the Commodore	£40.18.11	By Wages due from Ship <i>Alfred</i> as Master from Decemr 7, 1775 to Novr 7. 1776 is 11 months a £7.10 pr Mo	82.10..-
Novemr 5. To Cash paid by Daniel Tillinghast Esqr Agent at Providence . . . . . 100 dollars	37.10..-	By wages due from said Ship for his Boy Thomas Wailling from Jany 3rd to Novemr 7. 1776 is 10 mo. & 4 Days a 30/pr Month	15.4..-
	£78..8.11		
Ballance due John Earle if not rece'd of the Paymaster in Philada by Virtue of a Power &c	£19..5..1		
	£97..4..0		£97.14..-

Providence Novembr 7th  
1776

Errors Excepted

By Order of hon. Esek Hopkins Esqr Cr in Chief

Sam<sup>l</sup> Lyon Secy

1. Lloyd W. Smith Collection, MNHP.

ADVERTISEMENT, SALE OF CARGO, PRIZE SHIP *John*<sup>1</sup>

To Be Sold  
At Public Vendue

On Monday the 25th inst. at 2 o'clock P. M.

The cargo of the ship *John* consisting of sugar, rum, cotton, indigo, turtle-shell, mahogany and fustick; the sale to be at Norwich Landing, and to continue from day to day, until the whole be disposed of.<sup>2</sup>

New London, Nov. 7, 1776.

1. *Connecticut Gazette*, November 8, 1776.

2. The state of Connecticut bought the rum and "fifty hogsheads of sugar." Charles J. Hoadly, ed., *Public Records of the State of Connecticut . . . 1776-1781* (Hartford, 1894-1922), I, 60, 73. Hereafter cited as Hoadly, ed., *Connecticut State Records*.

FINAL SETTLEMENT WITH CAPTAIN JOHN McCLEAVE OF THE CONNECTICUT  
GALLEY *Whiting*<sup>1</sup>

New Haven Novr 7th 1776.

Draw on the Treasurer of this State for the Sum of four Hundred and Twenty Eight Pounds Nine Shillings and five Pence in Favour of Capt John McCleave it being the Ballance of What is Due to him and his Men for their Service on Bord the Galley *Whiting*

By Order the Govr & Council of Safety

Benj Huntington Clerk P.T.

To the Committee }  
Pay Table }  
£428-9-5.

[Endorsed]

Novr 7th 1776

Recd of the payable an Order on the Treasurer for the above sum of four Hundred twenty Eight pounds nine Shillings and five pence.

John McCleave

1. Conn. Arch., 1st Series, IX, 26, ConnSL.

BRIGADIER GENERAL SAMUEL HOLDEN PARSONS TO TIMOTHY GREEN<sup>1</sup>

Mr. Green,  
Sir,

As the unfortunate Attempt upon Montrossors Island may very unjustly injure the Character of some very worthy Officers, I beg you to insert the Result of the Court of Inquiry, so far as regards the Conduct of Capt. James Eldredge

At a Court of Inquiry, on the Conduct of the Captains commanding the Boats ordered to land on Montrossors Island, the 23d of September last:

Brigadier-General Parsons, President,	
Col [Samuel] Brewer	{ Members, }
Col [Jonathan] Ward,	
	Col. [Levi] Pawling
	Col. [William] Malcolm

Capt. James Eldredge came before this Court of Examination, and sundry Witnesses were examined, who testify as follows, viz. twelve Evidences were examined who all agreed that Capt. Eldredge exerted himself in a spirited soldierlike Manner to persuade and oblige the Men to pull the Boat to the Shore to support the Boat which landed, but another Officer (who has since been cashiered for his base Conduct at that Time) urged and persuaded the Men not to go on, and the Contrariety of Orders between the two was the Reason the Boat could not be got on Shore, the Evidence is very lengthy, but the above is nearly the Substance. – The Court being cleared – proceeded to a Consideration of the Case, and are unanimously of Opinion that Capt. Eldredge faithfully did his Duty as a good Officer and that there is no Foundation for impeaching his Conduct

Samuel H. Parsons, President.

I am informed many Things unfavourable to Capt. James Eldredge's Character as an Officer have been currently reported in Stonington, and the Vicinity where he lives, whereby he has much suffered, I think myself bound in Duty, to certify that Capt. Eldredge, since he entered the Service has always been a faithful good Officer, and no Man has sustained a better Character as an Officer, and he has in no Instance to my Knowledge in the least Degree forfeited that Character.

Samuel H. Parsons

Camp near Greenwich, Nov. 7, 1776.

1. *Connecticut Gazette*, December 6, 1776. Timothy Green was printer of the *Gazette*.

LIEUTENANT COLONEL ROBERT HANSON HARRISON TO MAJOR GENERAL  
NATHANAEL GREENE <sup>1</sup>

Dear Sir

White Plains Nov 7th 1776

His Excellency Just now received Intelligence that three of the Enemy's Ships passed the Chivaux de frise Yesterday or the day before. When he considers this event with the present disposition of the Enemy who have advanced towards the North River, he apprehends that they have some thing in view that we are not apprized of. – he wishes you to post parties of observation at every place on the Jersey side of the North River where they can land to watch their motions, and upon the least appearance of their collecting Boats or making any disposition to embark that you will give him the earliest notice I am Dr Genl [&c.]

Rob H Harrison

1. Lloyd W. Smith Collection, MNHP.

CAPTAIN ANDREW SNAPE HAMOND, R. N., TO VICE ADMIRAL MOLYNEUX  
SHULDHAM <sup>1</sup>

*Roebuck* in Tapan Bay [30 miles above New York],  
7th November 1776.

My dear Lord – The army having at last extended their flank to the North River has relieved us from a tedious and disagreeable confinement, as well as



from a state of extreme anxiety, not having been able to procure the least certain intelligence of what was going on ever since we came up the river.

I have just been ashore to stretch my legs and to pick up news, by which means I have learnt that your Lordship is still among us, which gives me hopes of seeing you again before you take your departure. Hyde Parker is well, and desires his best compliments; he had great merit in coming up by the chevaux-de-frise, as the pilot proved to be totally ignorant of the place where the opening was supposed to be, at the moment when it was necessary to look out for it. As soon as he found this he determined at once to steer the same way that he came down, which was close to the eastern shore, where we found a broad channel of twelve fathom water.

The shot that did the ships the most damage was from the Jersey shore. The guns from those batteries were so well served that very few missed striking some part of the ship; and by its falling very little wind (perhaps occasioned by the firing), we were upwards of an hour in passing. Eight men were killed in the three ships, four of which unfortunately came to my share who could least spare them, as indeed is generally the case. Among them was poor Leake, my first lieutenant.

I have the pleasure to tell you that we have taken two of their galleys. When they found they could not escape us, they ran them on shore, and left them so precipitately that no man would stay long enough to set them on fire.

Since that time we have had so little to do, and so little to amuse ourselves with, that if it had not been for a little vingt-et-un now and then, I scarce know what would have become of us before this time. I hope and trust the case is so far different with your Lordship and our other friends of the fleet below (who cost us every day a bottle of wine extraordinary in drinking your health) that we expect to find the town of New York, at our return, quite enlivened by your influence. Ommaney is well and sends his best respects; do me the favour to remember me to Sir Peter, the Commadore, Banks, &c., and to believe that I am with the most affectionate attachment and regard etc.,

A. S. Hamond

P.S. — We know nothing as yet of what the army intends doing, but I have taken it into my head it will go farther north this year. General Cleaveland set off this morning with the heavy artillery against Fort Washington.<sup>2</sup>

1. G. R. Barnes and J. H. Owen, *The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty 1771–1782* (London, 1932–38), I, 166–68. Hereafter cited as Barnes and Owen, eds., *Sandwich Papers*.

2. *Ibid.*, 166, enclosed in Shulldham to Lord Sandwich, November 8, 1776.

#### JOURNAL OF AMBROSE SERLE<sup>1</sup>

[New York] Thursday, 7th. [November]

The *Lively*, Capt. [Thomas] Bishop, with her Prize, came in from East Florida, on the Coast of wch she had been cruizing, and left all well.

1. Tatum, ed., *Serle's Journal*, 137, 138.

COMMODORE SIR PETER PARKER TO PHILIP STEPHENS <sup>1</sup>

Sir

*Chatham* off New-York 7th Novbr 1776

Herewith You will receive by His Majesty's Ship the *Fowey*; Two Journals No 1, contains an account of Proceedings on Board the *Bristol*, from the 18th of December 1775 to the 30th of April 1776 and No 2, from Thence to the 31st of last Month; I have also sent the Minutes of Four Courts-Martial with the Sentences; and a List of my Appointments of Officers to Act, during the Time I was Honoured with my late Command, which List I laid before the Viscount Howe, on my Arrival Here the 14th of Augt last, for His Lordships Determination; agreeable to the Order which I received from the Lords of the Admiralty. The Commander in Chief has been so obliging as to confirm all my Appointments, as far as His Power extends; the Vacancies occasioned by the Resignation of Captain [Alexander] Scott, Lord Howe has given acting Orders for, in approbation of mine I must therefore Pray Their Lordships Indulgence and Favor respecting Them, and that They will be pleased to grant Commissions in Confirmation. I am Sir [&c.]

P: Parker

[Minute] 27 Decr Own rect let him know their Ldps have left it to Ld Howe to confirm the vacancies occasioned by the resignatn of Capt Scott if his ldp thinks fit.

1. PRO, Admiralty 1/486.

COMMODORE SIR PETER PARKER TO PHILIP STEPHENS <sup>1</sup>

Sir

*Chatham* off New-York 7th Novbr 1776

I beg You will please to move their Lordships, for an Order for my Pay, for my Broad Pendant, from the first of July last, to the 1st of October following inclusive. I am Sir [&c.]

P: Parker

[Endorsed] R/19 Decr let him know it is not usual to pay Flag Offr or Commodores otherwise than 6 m[onth]s at a time which they are employed

1. PRO, Admiralty 1/486.

AMBROSE SERLE TO LORD DARTMOUTH <sup>1</sup>

[Extract]

. . . Dr Franklin is now sailed for France, either to solicit Assistance, or (what is more probable) to secure his own Retreat. All Accounts agree, that the People in general are tired of their new Governors & their Proceedings, and that Parties are forming who begin to speak plainly against them.

We have had Information of Genl Carleton's Success upon Lake Champlain through the Rebels, for we have as yet no other Communication. Your Lordship will see by one of the inclosed Newspapers (which are published here under my own Inspection) what that Success amounts to; and we have not yet quitted all Hope of seeing that Army at New York before Winter, or of hearing at least that it is quartered about Albany ready for an early Junction in the Spring.

We have heard of the Capture of many of our trading Vessels; and some of our Ships are gone and others are preparing to get out, in order to prevent further Depredations of the Rebels by Sea. Many Ships can now be spared from the Service here, which could not have been spared before; for their Complements of Seamen have been of most essential Service in conveying the Troops backward and forward over the large Inlets of Water, which abound near New York, and which it was necessary to pass and repass to come at the Enemy. The Rebels themselves are astonished at the Alacrity and Dispatch, with which they have been hunted, and at their being driven from Places which they judged almost inaccessible, and where, for that Reason, they had prepared Barracks and the necessary Arrangements for Winter-Quarters. Their Army is in a wretched Plight indeed: Most of them have no other Covering than a Rifleman's Frock of Canvas over their shirt, and are diseased and covered with Vermin to a loathsome Degree.

New York, Novr 7th 1776./

1. B. F. Stevens, ed., *Facsimiles of Manuscripts in European Archives Relating to America 1773-1783* (London, 1889-1895), No. 2044. Hereafter cited as Stevens, ed., *Facsimiles*.

#### JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Thursday, November 7, 1776

*Resolved*, That each of the persons to be appointed to execute the business of the navy, under the direction of the Marine Committee, be allowed the salary of fifteen hundred dollars per annum.

~~The Committee to whom part of the report of the Marine Committee was recommitted, brought in a report.~~

1. Ford, ed., *JCC*, VI, 931-33.

#### WILLIAM ELLERY TO WILLIAM VERNON, PROVIDENCE <sup>1</sup>

[Extract]

[Philadelphia] Novr 7th 1776

. . . I should be glad to know what is the Office of Commissioners of the Navy,<sup>2</sup> and that you would point it out particularly; unless you can refer Me to some Author who particularly describes. The Conduct of the Affairs of a Navy as well as those of an Army We are yet to learn. We are still unacquainted with the systematical Management of them, although We have made considerable Progress in the latter. It is the Duty of every Friend to his Country to throw his Knowledge into the common Stock. I know you are well skilled in Commerce and I believe you are acquainted with the System of the British Navy, and I am sure of your Disposition to do every Service to the Cause of Liberty in your Power.

1. "Papers of William Vernon and the Navy Board, 1776-1794," *Publications of the Rhode-Island Historical Society* (Providence, 1901), VIII, No. 4, 201.
2. Referring to the British navy. Ellery was a member of the Continental Marine Committee.

*Pennsylvania Evening Post*, THURSDAY, NOVEMBER 7, 1776

Philadelphia, Nov. 7.

We are informed by authentic intelligence, that an American sloop of war of twelve guns and seventy men sailed from the Delaware the 21st of August.<sup>1</sup>

She cruised between the latitudes of  $39^{\circ}$  and  $33^{\circ}$  N. and went to the eastward as far as the longitude of  $50^{\circ}$  west – having taken three prizes, a whaler, and two West-Indiamen – and having had a very narrow escape from an English frigate after a six hours chase, part of the time within pistol shot.<sup>2</sup> – on the 14th Sept. she bent her course for Nova-Scotia, and on the 20th had another action with an English frigate, and in the course of an eight hours chase, ridiculed the enemy, and answered his broadside with only a single musquet.<sup>3</sup> The next day she went into Canso, and took three English schooners with a Scotch Tory's flag, although the *Savage* and [George] Dawson's brig<sup>4</sup> were within a few leagues distance. The day following she took five sail of Jerseymen in Narrow Hook, and four more in Peter de Great. It is remarkable that though their men were ten to one, they were so panic-struck that they not only gave up their ships, but even assisted to rig and carry them out of their harbour. The sloop then proceeded to the westward – took another whaler on St. George's Bank, and on the 7th Oct. arrived safe at Rhode-Island; having manned and sent in eight prizes, viz. six brigantines, one ship and one sloop – and sunk, burnt and destroyed eight more, viz. six schooners, one ship and one brigantine; and finished her cruise in six weeks and five days.

1. Captain John Paul Jones, in the Continental sloop *Providence*.

2. H. M. S. *Solebay*, Captain Thomas Symonds.

3. H. M. S. *Milford*.

4. H. M. Sloop *Savage*, Captain Hugh Bromedge, and H. M. Sloop *Hope*, Captain George Dawson.

#### JOURNAL OF H. M. S. *Orpheus*, CAPTAIN CHARLES HUDSON<sup>1</sup>

November 1776

Do Cape [Henlopen] No 33 Wt 20 Leagues

Thursday 7th

at 7 AM saw a sail in the NE Qr. gave Chace from 8 to 9. fired 2 twelve pounds and Nine 6 pounds and brot her too. a Sloop from Philadelphia for Charles Town So Carolina,<sup>2</sup> brought the Master & nine people onboard & sent a petty Officer and 3 Men on board Reef'd Top Sails.

1. PRO, Admiralty 51/650.

2. Sloop *Colonel Parry*, William Gamble, master, Learning & Co., owners, with flour, etc., Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

#### CAPTAIN GEORGE WOOLSEY TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Gentlemen,

Baltimore of 7th Novr 1776.

Yesterday I received a few lines from Mr [Richard] Ridgely by your orders Requesting my presence at Annapolis to take charge of a ten Gun Schooner – he also says he wrote me a few days before which I never have recd if I had should have answered it. I am much obliged to you Gentlemen for your good opinion of me in Giveing me a preference, and I wish my health would have permitted me to except of it. at present I am under the care of Doctor Wesenthall [Charles F. Wiesenthal], and he will not permitt me to be out at night or get wet. Such a person I am sure is not fit to Serve the publick in the Capacity you propose for Me –

Within this week I think I am something better (and he gives me hope), if I get able by the Spring be assured I will not draw back my service from the Publick. I expect my brother here every day, on his arrivall I shall write you



about him. I know he has offered his service to the Publick, and believe he does not intend to draw back, I wish he would suit you for this Vessell as I make no doubt of his Excepting of it. he is now at Coln'l Trevers on Hooper's Island, was sick when he went there, but Expect him every day. I am Gentlemen [&c.]  
Geo. Woolsey

1. Correspondence of Council of Safety, Md. Arch.

# JOURNAL OF THE SOUTH CAROLINA NAVY BOARD<sup>1</sup>

Navy Board [Charleston]  
Thursday 7th.. November 1776.

The Following Letter was Received from Mr. Thomas Wade directed to Edward Blake Charles-Town

George Town 29th October 1776 –

Sir/ As by the advertisement signed by your names I understand you are One of the Commissioners to Contract for Pork and Beef for the Public, and Navy of this Province, and as I have for sale a Quantity of that Article, should gladly supply you with any quantity of Pork, under four or five Hundred Barrels, but if you Engage to do it, you must supply me with  $\frac{1}{2}$  a bushel of Salt to Cure each Barrel, and any Engagement that may be made by the Bearer, Mr. John Packrow, of George Town, I will abide by, and Comply with, and your Letter of the Price you and he may agree on, will Oblige, Your Humble Servt.  
(signed) Thomas Wade

The following Letter was received from His Excellency the President  
Gent: Novr.. 7. 1776.

I have received Intelligence that two Armed Vessells, from St. Augustine, infest the Southern part of Georgia, & will probably come on this Coast, a Detachment from the Second Regiment is therefore Ordered on board of the Brig *Comet*, You will be pleased to give Capt Allen Orders, to proceed with them in her, with the utmost Dispatch, on a Cruize, for a Fortnight, scouring the Coast from this Port to St. Augustine and in so doing, Acting in Conjunction with the *Defence*, if they should meet., Your Most [&c.]

The Commrs: of the Navy (signed) J. Rutledge  
of South Carolina –

The following Instructions were sent to Capt. Allen –

Capt. Edward Allen Navy Board Chas Town 7th Novr 1776

The *Comet* Brigg of Warr, whereof you are Commissioned as Captain, being now ready for sea, You will receive a Commission for Your 2d Lieutenant & warrants for the other officers, which are to be read to Your ships Company that each officer may be properly Obeyed, You will also receive Rules of Decipline & good Government to be Observed in the Navy of this State – Instructions for the Captain, – Lieutenants, the Master, the Purser – & the Carpenter – also Directions for the Gunner & Armourer Boatswain & Sailmaker, which you are to have Entered in a Book for that Purpose, & then delivered to each



Officer Respectively – You are to embrace the very first Opportunity to proceed to sea, & as Your Vessell is not Compleatly manned, a detachment of a Lieutenant, Serjeant, two Corporals & Twenty Eight Privates, of the Second Regiment, are under orders to go on board your Vessell, whom you are to send boats for early tomorrow Morning, & by all means during your Cruize, keep up the Strictest harmony both by Yourself; Officers, & Men, with the Officers & Men of the Land Service, that the General Good may not suffer by Private Animosity or Quarrels, & they are to be allowed in every respect the same Rations as Your Seamen receive – Immediately as you get over the Barr Proceed with the greatest dispatch to the Southward, & endeavour to fall in near Sunbury, where if the weather will permit, or no boat should be off, send your own boat on shore, to enquire for Captain [Thomas] Pickering of the *Defence*, who you will by all means endeavour to Join; & shew him the Orders now given to You, which are that under his Command, you are to Act in Conjunction, & endeavour to fall in with, and take, or destroy, Two small armed Vessels belonging to the King or Subjects of Great Britain, which are said to be Cruizing on the Southward part of this Coast, also any Merchant Men, that you may fall in with belonging to Great Britain, Ireland, the British West Indies, East & West Florida, Hallifax, Quebeck, or New Foundland, Your Cruise is to be Continued for a Fortnight or Three weeks, between St Augustine & this Port, during which should you be fortunate enough to take any Prizes, You are to man & send them into this Port; or any Convenient inlet in this State, And to use Your Prisoners with the greatest humanity & Tenderness, that no Reflection may be cast on the Honour of the American Arms through your means, If any Opportunity should offer, Advise the Commissioners of the Navy, Any Transactions worth Communicating, directed to Edward Blake, Esq., 1st Commissioner of the Navy, Upon your return you are to send Your boat on shore at Sullivan's Island, that the Officer there may examine whether you have the Small Pox or other infectious Distemper on board, in which Case your vessel must perform Quarantine –

Edward Blake 1st Commissioner –

In Consquence of Capt. Thomas Wades Letter Mr. John Packrow Agreed to Supply the Board with Pork a £ 18. P Barrel which was Rejected –

1. Salley, ed., *South Carolina Navy Board*, 21–23.

## 8 Nov.

GOVERNOR SIR GUY CARLETON TO MAJOR GENERAL WILLIAM PHILLIPS <sup>1</sup>

[Extract]

[No.] 219

Montreal 8th November 1776

It is my intentions, that besides the Vessels which have already been employed, those taken from the Rebels should be fitted out in the most formidable and usefull manner of which they are capable, and that a new ship be put upon

the stocks, and compleated as fast as possible, to mount twenty twelve pounders if we can get them. I have acquainted Captain [Thomas] Pringle and Mr Shanks of those matters, and the latter has been desired to draw up a state of the arrangement necessary to make for the carrying the design best into execution, and of the workmen and materials which will be required for the Compleating it, which, when he has done, I shall give such orders upon, as the Consideration of his proposals may make necessary. In the mean time I shall approve of any directions you may think proper to give for the forwarding of these purposes.

1. Guy Carleton Letter Book, Haldimand Papers, Additional Ms. 21699, BM.

JOURNAL OF H. M. S. *Lizard*, CAPTAIN THOMAS MACKENZIE <sup>1</sup>

November 1776

[Off Cape Roseway, Nova Scotia]

Friday 8

Cloudy Wr hoisted out the Cutter & sent the 1st Lt a Midsn 8 seamen & 8 Marines armd abd the Sloop, to see if there were any American vessells in Rosoway harbr PM returned without finding any –

1. PRO, Admiralty 51/550.

MASSACHUSETTS COUNCIL ORDERS RESPECTING EXCHANGE OF NAVAL PRISONERS <sup>1</sup>

State of the massachusetts Bay.

Council Chamber [Watertown] Novr the 8: 1776

Whereas two Vessells have lately Arrived from Hallifax by Ordrr of Sr George Collier Commandr of the *RainBow* Man of War; Under the care of Capt Thos Stone as Flaggs of Truce, (with one Hundred & Seventy four of our men that have been taken by the Enemy in Ordrr to Exchange for a like Number of their Men & undr like Circumstances that have been taken by Vessells belonging to the United States of America) with Directions to negotiate the affair with Mr Nathl Tracey of Newbury Port whose right to Negotiate with Ld Howe for the exchange of Prisoners was confined by this Board to the persons captivated on board the Brigantine *Yankee Hero* a private armed Vessel of this State, and whereas but five persons so captivated have been sent into this State in the said Flaggs of Truce And it was therefore altogether irregular that the negotiation for the exchange of any other prisoners than those belonging to the said *Yankee Hero* shou'd be managed or conducted by the said Tracey, Yet as it is apprehended that Sir George Collier may have mistaken the extent of the powers committed to the said Tracey, and as most of the prisoners bro't into this State by the said Flaggs have dispersed and gone to their several homes and considering the great hardships and Distresses our Men have undergone during their late Captivity it is thought proper for this time, to deliver up to the said Stone, an equal number of persons who are now Captives in this State (having respect to the Rank & Condition of the persons sent up for exchange) as have been return'd in the said Flaggs – And that for the future no exchange shou'd or ought to be made for any prisoners unless the Officers by whose direction our subjects shall

be sent hither shall give order to negotiate for the same directly with the Government of this State

Therefore Resolved that Benja Greenleaf, Richd Derby & Benja Austin Esqrs be a Committee to Collect one Hundred and Sixty nine Persons that have been taken by our Vessells Under the like Situation & Circumstances as near as may be with those Brought by Capt Thos Stone & Negotiate the affair of the Exchange with Sd Stone and that Mr Nathl Tracey of Newbery Port be Impowerd & Directed to Convey four officers & one Private from any of the Prisoners at or near Northampton (John King & Robert Arnold Excepted) & negotiate the Exchange for the four officers & one Private lately of the Privateer *Yankee Hero*, now in his the Sd Stones Possession –

1. Mass. Arch., vol. 166, 21.

COMMODORE ESEK HOPKINS TO WILLIAM ELLERY <sup>1</sup>

Sir

Providence November 8th. 1776

There was a Negroe Man onboard the *Andrew Doria* named Dragoon Wanton <sup>2</sup> which I have purchas'd – Should be extremely glad if you will take the trouble to take some Charge of him, and either send him to me, or see that he is employ'd in the Service with Captn [Nicholas] Biddle, or any other way, as you may think fit –

My brother Shew'd me a Letter of yours, in which it seems I was roughly handled in Congress – it is true that I applied to the Committee for Blankets for Slops in the Ships, but how they came by them I am altogether Ignorant, however I am extremely obliged to you for Supporting me –

We have no News here, nor Nothing Extraordinary except that the Privateers have great Luck, and getting Money fast – I wish they may not carry it so far as to be any ways detrimental. – I am with great Respect Sir [&c.]

E. H.

To the honble William Ellery Esqr  
one of the Members of the honl Contl Congress  
at Philadelphia

1. Hopkins Letter Book, RIHS.

2. A slave taken on board H. M. Brig *Bolton* by the Continental fleet. See Volume 4.

COMMODORE ESEK HOPKINS TO CAPTAIN ELISHA HINMAN <sup>1</sup>

Sir

Providence November 8th. 1776

I receiv'd yours of the 2nd Instt and Congratulate you on your Success – am now to let you know that I have receiv'd Orders from the Marine Committee to proceed on an Expedition in which the *Cabot* is to be Employ'd – Should you be arrived at New London I desire you will get the *Cabot* grav'd and fitted for Sea as soon as possible, with four Months Provisions onboard – I have a Captains Commission from the Marine Committee appointing you Captain of the *Alfred*, but as she is out at present shall continue you onboard the *Cabot*, or onboard the

*Columbus* –

Should be glad to see or hear from you as soon as possible –

I desire you will on your arrival let my negroe Man Loushir come home, and send Suriname [Surrinam] Wanton <sup>2</sup> with him, as I have bought him at Vendue – I am Sir [&c.]

E. H.

To Elisha Hinman Esqr  
Commander of the Brigantine *Cabot*  
at New London

1. Hopkins Letter Book, RIHS.

2. A slave taken on board H. M. Brig *Bolton* by the Continental fleet. See Volume 4.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gentlemen

Providence November 8th 1776 –

Mr [John] Earle the Master of the *Alfred* has applied for leave to come to Philadelphia to see his Family, and as he has done his Duty since in the Service as a good Officer have given him leave to come to you, and take your further directions – Captn [Isaac] Field in the *Eagle* has made a Complaint to me against Captn [John Paul] Jones for taking out some of his hands – I have enquired so far as to find that Captn Jones met the Privateer a coming in from a Cruise – and on sending onboard found two Men belonging to the Fleet, and two More belonging to the Rhode Island Brigade, all four of whom he took out, and I believe some more – which can't be well accounted for any otherway than Captn Jones knew that the Privateers made a constant practice of carrying away the Men belonging to the Fleet, thought it would put some Stop to that practice, and not be any damage to the Owners as she was coming in from a Cruise – I can't but believe that Captn Jones did as he thought best for the good of the Publick – and I must Confess I shall be glad if it meets your approbation –

I hear that the *Cabot* has been in at Cape Ann, and expect her in to New London in a few days – if so Shall try to get her fit to join in the Expedition – I am Gentlemen with great Respect [&c.]

E. H.

1. Hopkins Letter Book, RIHS.

*Connecticut Gazette*, FRIDAY, NOVEMBER 8, 1776

New London, November 8.

Last Friday arrived at Cape-Ann the Continental Brig *Cabot*, Capt. Elisha Hinman: – by Letters received in Town from said Brig, we learn that he has taken, during her cruize, four Ships and a Brig, all richly laden with Rum, Sugar, Cotton, Coffee, &c. from Jamaica.

Yesterday arrived in Town, via Long-Island, Mr. Elias Thomas, who was taken by the *Galatea* of 20 Guns, Capt. Gurden [Thomas Jordan], about the first of September, in the *Britannia*, Whaleman, belonging to Nantucket, and carried to New York, where he was put on board the *Chatham*. – He made his Escape from the Enemy last Wednesday se'nnight, and says it was currently reported on



board the Fleet that the ministerial Army lost 3000 Men, in the different Actions of Sunday and Monday se'nnight, chiefly Hessians, that 78 wounded Officers were brought into New-York – That in the attack upon Fort Washington the *Phoenix* was torn almost to Pieces and two Frigates greatly damaged – That General Clinton, who commanded the ministerial Troops at South-Carolina, lately died in New York of the Wounds he received in the attack on the Fort at Sullivan's-Island – That 100 sail of Transports were shortly to sail to England under convoy of the *Bristol*, *Rose* and *Swan* – that the noted capt. [James] Wallace is promoted to the command of the *Experiment*, of 50 guns.<sup>1</sup>

Four of the Enemy's Ships are now cruising near Block-Island, viz. *Lark*, 32 guns, [Richard] Smith; *Cerberus*, 28, Symonds [John Symons]; *Merlin*, 18, and another ship of 28 Guns. Last Thursday the above Ships lay in East-Bay at Block-Island.

Since our last a Number of Troops from Rhode-Island, from the East-End of Long-Island and from Connecticut, embarked at New-Haven, and landed at Shetocket, on Long-Island with a View of bringing off some Tories and the Effects of a Gentleman friendly to the American cause; being interrupted by some Tories who fired upon them, they killed 10, and have brought off 23, two of the latter were deserters from our Army. A sergeant in our Party was killed in the contest.

About the same Time, one Samuel Glover, a notorious Offender, was taken at Mastick, on said Island, and is committed to Goal in this Town.

1. Of these reports circulating in the British fleet, only two were correct – the proposed sailing of transports for England, and the promotion of Captain James Wallace.

JOSEPH TRUMBULL, COMMISSARY GENERAL, TO ANDREW HUNTINGTON<sup>1</sup>

Dear Sir –

New Haven 8th Novr 1776

I have full authority from Congress, to employ proper Persons to bring Salt from abroad, for the Use, & at the Risk of the United States – The Govr & Council of the State of Connecticut Consent that I shall in behalf of the United States, be equally concerned with them in A Number of Vessells to be sent out, sufficient to bring in 80, or 100,000 bus of that Article – I Am obliged to go to Camp – I therefore hereby Authorise you, to Conduct sd matter, & do every thing necessary therein, as I could do if present, taking the Advice of The Govr & Council therein – & what you do, I will Confirm – You'll furnish Bread & Flour for the Vessells, & such other Articles as you have, that they want, or that you can Procure – Provisions of all kinds I suppose will be best to send out to purchase the Salt with – The Vessells that have been employed here are now dismissed – Pray Send on Flour as fast as possible to the Army, they may go to Stanford & Norwalk – You had best send on for Cash soon – I will write you again as soon as I get to Camp – If the Rum is going at Vendue – Purchase – unless you hear further from me – I am Dear Sir [&c.]

Jos: Trumbull

Speak to Mr Leffingwell  
to send on Flour –

1. Joseph Trumbull Papers, YUL.





*Joseph Trumbull*



Troops are filing off from hence, as fast as our Circumstances and Situation will admit, in order to be transported over the River with all Expedition, I am etc.

P. S. I need not Suggest to you the Necessity of giving Genl. Mercer early Information of all Circumstances, in Order that he may move up to your Relief with what Troops he has.

1. John C. Fitzpatrick, ed., *The Writings of George Washington* (Washington, 1932), VI, 257-58. Hereafter cited as Fitzpatrick, ed., *Writings of Washington*.

# JOURNAL OF H. M. S. *Pearl*, CAPTAIN THOMAS WILKINSON <sup>1</sup>

November 1776	At single Anchor in the No River [New York]
Wednesday 6	AM at 5 weighed & came to Sail. the Transports in company. the Boats ahead towing at 9 the Flood being done Anchd about 5 miles below Dobbs's ferry wth the Bt Bower in [illegible] fm water muddy bottom. Heel'd Ship the Carpenters employ'd stopping the shot holes. the people about the Rigging & sailmakers repairing the Sails Light Airs & Varble with Hazeey Wr at 4 PM Weigh'd the Ships in Company at 8 Anchor'd off Dobbs's ferry with the Bt Br in 7 fm water, as did the Ships
Thursday 7	AM Heel'd Ship the People empd as before. the Long boat Empd assisting the <i>British Queen</i> in Landing Provisions. Varble Wear PM The Long boat empd as before.
Friday 8	AM The Rebels fir'd at us and carried away part of our Mizen Top. Some spars and a spare Topmast [and] our Booms. The Carpenters empd Caulking the Quarter Deck, repairing our Boats &c. The People as before.

1. PRO, Admiralty 51/674.

## MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] November 8th, 1776.

Commodore Seymour was empowered to Impress such Sloops or Vessels as may be necessary to weigh the Chevaux de Frize, lately sunk by accident near Fort Island.

Complaint having been made to this Board that a Certain Captain Thomas Cripen has entered into Contract with Samuel Read for the Sale of the Schooner *Nancy*, now Commanded by him, which he refuses to abide by or to give the Complainant satisfaction, Commodore Seymour was directed not to permit said Vessel to pass by Fort Island without Special Licence from this Council.

1. *Pennsylvania Colonial Records*, X, 781.

## CUMBERLAND DUGAN TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentlem

Baltimore 8th Novemr 1776

Your favr of 6th inst have receivd, desireing to be informed what readiness the Schooner *Ninety two's* in, for Sea &c, of which the bearer Captn [John]

Kelty can inform you perticularly, only I have to Say her Cargo is all ready to go off, She has been hove down and graved with Tallow bottom &c, but yet the Carpenters have some little to do to her, how long it will take them Captn Kelty will advise you, but I think She will be all Clear for Sea, by this day week, She has now in; Some of your Staves, 20 hogsheads Tobacco; and 220 barrells flour; the rest of her flour I expect to get in Tomorrow & the begining of next week, & then her bread to fill up – as to a Master I immagin you wont get your Choice of an undoubted good man, without you give the Consignment, which they seem all to hang out for here, but by the time the Vessell is loaded I hope shall be able to procure a man of Merritt, & if such applys to you, hope youl send him here, I am informed you have some Salt Vessells arrived to you; which is an article much wanted here, & the present is principaly to propose purchasing a Cargo off you, which Shall take imediately out of your Vessell at the highest price any person will give here, and Shall pay on receipt for the Same; or load the Vessell for you as you may order, (or Shall otherways receive the Salt in my warehouse & retail it to the publick as you may think proper to order it []), in all which expect to be accountable to you, and do your bussiness to your Apro-bation, I hope; and on as low terms as any person in this place, Shoud be glad you woud please to favr me with a line on this head, which shall esteem a favr and haveing now nearly done with the *Ninety two* Shall be out of Bussiness and do wish you woud order me the Loading of another of your Vessells or any other bussiness you may have to do this way, in all which I hope to act to your Satisfaction Gentlem your [&c.]

Cumb<sup>d</sup> Dugan

1. Red Book, XVI, Md. Arch.

#### ARCHIBALD BUCHANAN TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentn

Baltimore Town Novr 8th 1776

I have Receivd only five Hundred Pounds towards building Gondol[a]s – they are both Deck'd and Now a Corking and will be ready very soon – you May Order Rigging & the Materials as soon as You please – I want a farther Sum of Money which pleas to pay to Mr John Donelson I am Gent. [&c.]

Arch<sup>d</sup> Buchanan

1. Red Book, XVI, Md. Arch.

#### JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Friday November 8th 1778 [1776]

A Permitt granted to the Sloop *Betsey* Benjamin Williams Master (lately arrived with Salt from Bermuda) to proceed on her return with a Cargo consisting of two hundred and seventy Bbls of Flour, sixty of ship Bread, and three hundred Barrells of Indian Corn, seventy Kegs of fine Bread and one hogshead of Tobacco.

A Permitt granted to Sloop *Dickcole*, Josiah Young Master to proceed on a Voyage to Bermuda. Manifest of her Cargo filed, Bond executed acknowledged and ordered to be registered.

A Permitt granted to the Sloop *John and Milley*, Banister How Master to proceed on her Voyage to Saint Eustatia Manifest of her Cargo filed, Bond executed acknowledged and ordered to be registered.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 231, 232.

# JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Friday Novr 8th 1776.

Ordered that a Warrant Issue to Richard Hobday for the use of Joseph White for three Pounds six shillings for his Wages as Pilot Eleven days on Board the Schooner *Revenge* –

Ordered that a Warrant Issue to Thomas Coleman for twenty Pounds two shillings for his Wages sixty seven day's on Board the Brig *Liberty* as a Pilot –

1. Navy Board Journal, 104, VSL.

# VIRGINIA NAVY BOARD TO RICHARD HENRY LEE <sup>1</sup>

Sir

Williamsburg Nov. 8th 1776

We have had the pleasure to receive your acceptable favours of 22d Ultimo and am much obligd by your attention to the Marine department here as well as for your attention of giving us intelligence from time to time of any material occurrences that may happen & shall always be ready to give you or the Marine Committee of Congress any information respecting the business of our Board that you may think necessary to require of us. your observations respecting the appointment of a Superintendant of the Dockyards &c. exactly coincide with the sentiments of our Board and the Gent you mention is the one the Board had determin'd to choose before your letter came to hand and will immediately be employed in that Capacity. the having a strong Fortification at Portsmouth we think wou'd be extreemly necessary for the protection of our little Navy, but under the present difficulties of our Country when neither Men or cannon can be procured we have little hope of establishing any other Fortifications than such as may serve to protect our Vessels when heaving down, repairing &c against a small naval force of the Enemy. the Vessels now on the Stocks are at places most convenient to Timber &c. and inaccessible to the Enemy except by Land or in Boats where the River is very narrow. We thank you for the draught of the Galley you were pleas'd to send us, and your order on us for the Cost of it will meet with due honour, the Gallies we had order'd were so nearly agreeable to that draught that they needed very little alteration to make them extreemly conformable to it. We are happy to hear that our Troops behave so well, and that our affairs in New York wear so favourable an aspect, may they continue to do so, we are now making out and shall in a few Days lay before the Assembly a State of our Navy which we will as soon as convenient transmit you a Copy of. I am by order of the Naval Board [&c.]

Thomas Whiting 1st Comr

1. Navy Board Letter Book, VSL.



DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, NOVEMBER 8, 1776

Williamsburg, November 8.

By the last South Carolina gazette, we learn, that General [Robert] Howe and the brave Col. Moultrie were just returned to Charlestown, from Georgia, and that there had been two skirmishes to the southward, in both of which our people were successful, but no particulars are mentioned; that a French sloop, with a valuable cargo of warlike stores, linens, wine, molasses, &c. were also arrived from Martinico.

Arrived, in York river, the sloop *Jane*, Booker; schooner *Success*, Hill, and schooner *Rambler*, Buffington, all from St. Eustatia, with 800 casks of gunpowder, considerable cargoes of salt, cordage, and dry goods.

PURDIE'S *Virginia Gazette*, FRIDAY, NOVEMBER 8, 1776

Williamsburg, November 8.

By virtue of a decree of the Hon. Court of Admiralty of this state, will be sold at publick vendue, for ready money, on Monday the 25th instant, at Jamestown, on James river, about 7 miles from the city of Williamsburg,

The brigantine *Sarah* of Great Britain, lately made a prize of by the *Montgomery* privateer, captain [Robert] Polk, of Annapolis, in the state of Maryland, with her sails, rigging, and materials, being 170 tuns burthen, British built. An inventory of her sails, rigging, and materials, may be seen on board the said ship.— At same time and place will be sold her cargo, consisting of a large quantity of exceeding good Jamaica Rum, Muscovado Sugars, Coffee, Ginger, Cotton, and sundry other articles, shipped on board the said ship from Jamaica for the London market.

Ben: Powell, marshal.

Williamsburg, Nov. 1, 1776.

All marines out upon furlough, belonging to my quota, are desired immediately to repair on board the brig *Muskito*, capt. [John] Harris, — Deserted, Jesse Harden, Joseph Havirlow, and Thomas Meriman, for apprehending each of whom I will give 3 l. reward.

Jacob Valentine <sup>1</sup>

1. Marine lieutenant.

“A JOURNIEL KEPT BY EPHRAIM BRIGGS OBOURD OF THE GOOD SLOOP  
*Warren* A BOLD PRIVATEER A SECOND CRUIZE.” <sup>1</sup>

Fryday November the 8 Day 1776

Latter Part Fryday Morning A Very Bad sea A going the wind to westward the sea all in heaps the wind Very Shourey Some of the Crue Very Sick have not had A Chance to Cok this some Days

First Part of these 24 hours the sea All in Confusion

1. RIHS.

JOURNAL OF THE MASSACHUSETTS BRIG *Tyrannicide*, CAPTAIN JOHN FISK <sup>1</sup>

Remarks on Friday 8th Novr 1776

- 1 [A.M.] Fresh gale of Wind with rain  
 4 [A.M.] I find we have had a Southerly Current for we have been carried 36 Miles South this 24 Hours  
 7 [A.M.] very hard gale bore away before the wind a hull Shipd a great Quantity of water I am afraid we shall damage our bread our Vessel leaks very much  
 11 [A.M.] Sat close reefd fortopsail a high Sea Cloudy  
                     Lattd in 35<sup>d</sup>17<sup>m</sup> Longd in 60<sup>d</sup>3<sup>m</sup>  
 1 [P.M.] Hard gale of wind and high Sea with heavy rain oblige to Scud Shipd a great Quantity of water I am afraid we shall damage our bread Vesel leaks all over  
 9 [P.M.] Lay by under Main sail
1. John Fisk Journal, AAS.

## 9 Nov.

JOURNAL OF H. M. S. *Blonde*, CAPTAIN PHILEMON POWNOLL <sup>1</sup>

- Novemr 1776                      Moored off Quebec  
 Thursday 7                      AM Mr Thomas Saunders Grove superseded Mr Burchell the Acting 2d Lieutt unmoored Ship, Weighed & dropped below the Shipping, rec'd on board Fresh Beef.  
   Light airs & hazey, 1/2 past 4 PM General Burgoyne embarked on board the *Isis*, the Garrison Saluted him, came on board a Pilot to carry the Ship down.  
 Friday 8                          AM The *Isis* Weighed, and dropped below the Shipping, the Garrison saluted her  
   Fresh Breezes & thick foggy Wr  
 Saturday 9                      AM the Weather clearing got every thing ready for Weighing rec'd Fresh Beef. worked the Ventilators  
   Fresh breezes and hazey Wr at 1 PM weighed in company with the *Isis*, at 4 Anchor'd St Patricks Hole, Island of Orleans, in 15 fath. water <sup>2</sup>

1. PRO, Admiralty 51/118.

2. *Blonde* parted with H. M. S. *Isis* on November 17 off Cape Race, and arrived at Plymouth, England, on December 14, 1776, PRO, Admiralty 51/118.SIR GEORGE COLLIER TO CAPTAIN JAMES FEATTUS, H. M. SLOOP *Vulture* <sup>1</sup>

In consequence of a representation from Lieut Governor Arbuthnot, that a Pirate Sloop of Eight Carriage Guns and upwards of a Hundred Men, has done infinite Mischief in the Bason of Minas, You are hereby required and directed to proceed to Sea at Daylight with His Majesty's Sloop under your Command, and make the best of your Way into the Bay of Fundy, and from thence into the Bason of Minas, and so on to Windsor, and follow the best Intelligence You can procure for pursuing the said Pirate Vessel, or any other who may infest that

Coast, For the accomplishing which you are to apply for Intelligence to Col: Tounge, or Mr Deschamps at Windsor

But in case you should not receive any Material Information at Windsor, you are then to proceed to Cumberland and advise with Colonel Goreham, or the Commanding Officer of the Kings Troops at that Place; after which if no Intelligence of consequence presents itself, You are to look into the Harbour of Annapolis [Royal] and act as Circumstances may require.

In going allong the Coast of Nova Scotia, if you should meet with the *Gage* Armed Vessel, or the *Loyal-Nova Scotia* Armed Schooner, You are to take them under your Command, as you may judge it necessary to send them up the Bay of Cobequet, or on some other Service.

If you find every Thing quiet, and that the Inhabitants have no Apprehension of an Invasion from the Rebels, You are afterwards to return to this Port for further Orders.

Given on board His Majesty's Ship *Rainbow* in the  
Harbour of Halifax the 9th of November 1776.

Geo: Collier

[Endorsed] No 3 *Vulture*

1. PRO, Admiralty 1/1611, 2, 14.

COMMITTEE OF CORRESPONDENCE OF SOUTH HADLEY TO THE  
MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble the Council of the State of Massachusetts Bay The Comm'te of Correspondence, Inspection & Safety of South Hadley Humbly Shew. Whereas it is Represented to us by Capt [James] Tracy <sup>2</sup> that there is opertunity for his being Exchanged for Lieut John Knights <sup>3</sup> an Officer on Parole Destined to Reside in this Town (but now confined in Goal at North Hampton), This Comtte have no very material objection against the Said Exchange notwithstanding the Ill treatment we have Received from said Knights but are willing to Dispence with such matters and notwithstanding the suspicion we have of his taking a certain Box of papers of Surveys from our posession. your Honrs will observe that as Said Knights has not Receivd any part of his alowance of two Dollars pr Week, So he has not paid for his Boarding but has been provided on trust for which he is still indebted.

All Which is Humbly Submitted by your Humble Servts. the aforesd Committee. Signd by order

Joseph Moody Chairman of Comtte.

[Endorsed] Council Chamber [Boston] Nov. 23 1776 ordered that John Knight now a Prisoner of War at North Hampton, be permitted to be exchanged in the Flagg of Truce now at Marblehead, for Mr James Tracy, provided and on Condition said Knight shall make suitable concessions to the Committee of Correspondence &c. of South Hadley for the Male Treatment this Board concieve said Knight has given them. And shall also discharge such Sums as the said Knight may be Indebted, for his Subsistance during the Time He has been a prisoner as aforesd. within this State, and these Conditions being Complied with the Sheriff

of the County of Hampshire, is directed to deliver the said John Knight at Marblehead to the Sheriff of the County of Essex his under Sheriff or Deputy, or to the Committee appointed to Negotiate the Exchange of Prisoners,

Read & Accepted

John Avery Dpy Secy

South Hadley 9th Novem 1776.

1. Mass. Arch., vol. 166, 61.
2. Captain James Tracy commanded the Massachusetts privateer brig *Yankee Hero* which was taken in June 1776 by H. M. S. *Milford*. See Volume 5.
3. Lieutenant John Knight, R. N., commanding H. M. Schooner *Diligent*, was captured in July 1775. The *Diligent* had been on coastal survey work, and in Knight's possession were a number of coastal charts. See Volume 1.

### JOHN BRADFORD TO GEORGE WASHINGTON <sup>1</sup>

Sir

Boston 9th of November 1776

I've received a Letter from Capt William Burke late commander of the Schooner *Warren* in the Service of the Continent <sup>2</sup> Dated Hillifax 8 Octor who was unfortunate in being taking by the *Liverpool* ship of War Capn Bellow who has treated him with great humanity. Burke desires me to acquaint your Excellency that he saild from thence in company with the flag of truce (which broug[ht] away his men who are arriv'd at this Port) for [New] York in Order to be exchang'd for Capt Bellows Lieutenant who is a prisoner at Germantown near philidelphia by the name of Richd Bowger <sup>3</sup> its probable poor Burke is Arriv'd at [New] York ear this he is a worthy Brave man and deserves a better fate I have the honour to be [&c.]

1. John Bradford Letter Book, vol. 1, LC.
2. Burke was captured in Washington's schooner *Warren*. See Volume 6, 303-04.
3. Lieutenant Richard Boger, R. N., was captured in the tender *Edward* by the Continental brig *Lexington*, Captain John Barry. See Volume 4.

### PETITION OF CAPTAIN JOHN MANLEY TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

State of the Massachusetts Bay	}	To the Honble. The Council and The Honble House of Representatives in General Court assembled Novr 1776
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The Petition of John Manly of Boston  
Humbly Sheweth –

That your Petitioner being appointed Commander of the *Hancock* Frigate now lying in the Harbour of Newbury Port thinks it is his Indispensable Duty when he foresees an approaching Danger to avoid it if possable, he therefore applys to your Honours for your assistance Your Petitioner would beg leave to Inform your Honors that it will be to the great Damage of sd. Frigate if she should remain in the Harbour of Newbury Port the approaching Winter Season which leads him to think that it will be for the Interest of the Continent as well as of this State that such a Valuable Ship should be preserved & Secured by her Removal from sd. Port to the Port of Boston which cannot be done with Safety unless, she is furnished with some Cannon –

Your Petitioner therefore Prays that your Honors would be Pleased to Permit the Honble. Thomas Cushing Esqr. the Continental Agent to send by Water those Guns that were lent him for the use of the *Boston* Frigate to Newbury Port to put on board sd. *Hancock* Frigate for her protection during her Passage from Newbury Port to Boston said Guns upon said Ships Arival to sd. Port of Boston to be delived over to Capt. Hector McNeil for the use of the Ship *Boston* aforesaid And your Petitioner as in Duty bound will ever Pray –

John Manley

Boston Novr 9th. 1776 –

[Endorsements]

In Council Novr 12th 1776 Read & thereupon Resolved that Moses Gill Esqr with such as the Honble. House shall join be a Committee to take the above Petition under Consideration & Report –

sent down for Concurrence

John Avery Dpy Secy

In the House of Representatives Novr 12th 1776

Read and concurrd and Mr Dalton and Mr Cooper are joined –

J. Warren Spkr

In Council Novr 13 1776.

Resolved that the prayer of the within Petition be granted, and That Thomas Cushing Esqr the Continental Agent, be and hereby is Permitted to send by water, at the expence of the Continent, those Guns that ware lent by this State for the use of the Continental Frigate Called the *Boston*, to Newbury Port, and Cause the Same to be put on Board the Ship *Hancock* for her Defence during her Passage from Newbury Port to Boston, the said Guns upon the Ship *Hancock's* Arrival at the Port of Boston be deliverd to Capt Hector McNeal for the use of the Ship *Boston* and Capt Hector McNeal is hereby directed to Deliver the Guns before mentiond to the Honbl Thos Cushing Esqr or his order for the Purpose before mentioned

In Council Novr 13th 1776

Read & sent down –

John Avery Dpy Secy

In the House of Representatives Novr 13. 1776

Read & pass'd Sent up for Concurrence

J Warren Spkr

In Council Novr 13t 1776 Read & Concurrd

John Avery Dpy Secy –

1. Mass. Arch., vol. 211, 73–74.

*Providence Gazette*, SATURDAY, NOVEMBER 9, 1776

Providence, November 9.

Since our last two valuable Prizes have arrived at safe Ports; one from Quebec, bound to Grenada,<sup>1</sup> the Master of which informs, that he left Quebec the Middle of September, and that just before he came away, 10 Sail of Transports arrived there, most of them very large Dutch Ships, having on board 3000 Brun-



swickers. They had been 24 Weeks on their Passage, and were in a wretched Condition, one Third of them being sick.

On Tuesday the 12th Instant, at Messieurs Thurburs and Cahoon's Wharff, will be sold the Snow *Friendship*, together with her Cargo, viz. 46 Puncheons of Rum, 451 Ditto of Ship Bread, 39 Ditto of Beef, 41 Ditto of Pork, 50 Hogsheads of Peas, 49 Barrels of Oatmeal, 19 Casks of Rice, 58 Barrels of Flour, 19½ Casks of Raisins, 10 Jars of Oil, 13 Hogsheads of Vinegar, 110 Firkins of Butter

The Sale to begin precisely at 10 o'Clock.

Providence, November 5, 1776.

1. *Ibid.*, brigantine *Phoenix*, John Darrel, master, taken by privateer sloop *Greenwich*, Job Pierce commanding. This issue of the newspaper carries the libel filed against this prize as well as the *Live Oak*, *New Westmoreland*, and cargo from the brigantine *Union*.

ORDER FOR JURY PANELS FOR TRIALS IN RHODE ISLAND ADMIRALTY COURT  
OF THE PRIZE BRIGANTINES *Pasley* AND *Phoenix* <sup>1</sup>

State of Rhode Island and Providence Plantations

Kent ss

To the Town Sergeant of the Town of East-Greenwich in the County of Kent  
Greeting

Forasmuch as Libels are filed before Me in Behalf of Job Peirce of East Greenwich and others alledging that they have lately taken and captured the Brigantine *Parsley* [*sic Pasley*] her Appurtenances and Cargo and the Brigantine *Phoenix* her Appurtenances and Cargo as Prize and have brought the said Vessels their Appurtenances and Cargo into the Harbour of East Greenwich for Trial: – And whereas the Maritime Court erected for the Trial of Maritime Causes in and throughout the said State is appointed to be holden at said East Greenwich on the 16th Day of November current at the Hour of Ten in the Forenoon for the Trial of the Justice of the Capture of the said Brigantine *Parsley* her Appurtenances and Cargo; And on the 25th Day of said November at the Hour of 10 in the Forenoon for the Trial of the Justice of the Capture of said Brigantine *Ph[o]enix* her Appurtenances and Cargo

Therefore pursuant to Law you are hereby required and commanded to warn a Town Meeting of the Freemen of said Town of East Greenwich on the Eleventh Day of November current to draw 4 petit jurors to serve at said Court on the 16th Day of said November: and Four Petit Jurors to serve in said Court on the 25th Day of said November: – And you are likewise required as soon as may be to give Notice in Writing to the Jurors so drawn to attend and Serve at said Court at the said Times and Place and to make due Return to Me with your Doings hereon with the Names of the Jurors so drawn and Notified upon the Penalty of Ten Pounds for Failure herein –

Given under my Hand & Seal in said East Greenwich this 9th Day of November A. D. 1776 –

John Foster Judge of said Court.

1. Admiralty Papers, vol. 9, R. I. Arch. A similar order to the Sergeant of the town of Coventry was issued the same day.

GENERAL WILLIAM HOWE TO COMMODORE WILLIAM HOTHAM <sup>1</sup>

Dr Sir

Camp. Dobbs Ferry. Novr 9th

Being informed the Artillery Ships attending upon this army are not got up to Morisani, & as the stores in them will immediately be wanted on shore, I beg leave to solicit yr assistance for getting them to the most convenient station for landing their Stores at Morisani I am Dr Sir [&c.]

W Howe

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

JOURNAL OF AMBROSE SERLE <sup>1</sup>

[On board the *Eagle*, New York] Saturday, 9th. November.  
Great Preparations making for an Expedition. The *Fowey* & *Active* Frigates fell down the River in order to proceed with their Convoy to England. My Letters were put on board the *Fowey*, Capt. Montagu, with whom Lord Dunmore sails homewards.

1. Tatum, ed., *Serle's Journal*, 138.

DIARY OF DR. THOMAS MOFFAT <sup>1</sup>

[On board H. M. Sloop *Swan* at Sandy Hook]  
Friday November 8th Therm: morning 41 wind N. *Unicorn* saild on a cruize. broke Smiths Thermometer. Evening *Unicorn* Returnd with a Prize laden with whole oil Sperm from Brazile belonging to Bedford in Massachusetts bay.  
Saturday Novr 9th Thermom: morning 43. Evening came in the *Perseus* with 2 prizes a Ship from Boston with provisions &c for Hispaniola & a Brig from Dartmouth in Massachusetts bay with Horses &c for Surinam.<sup>2</sup>

1. Thomas Moffat's Diary, LC.  
2. Ship *Adventure*, Job Prince, master, and brigantine *Roby*, William Howland, master, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

*Pennsylvania Evening Post*, SATURDAY, NOVEMBER 9, 1776

Philadelphia, November 9.

Whereas George Folger, master of the brig *Richmond*, on his passage from London and Nevis to Nantucket, was taken by the private sloop of war called the *Congress*, by which means said Folger was plundered of receipts and notes included to the amount of twenty-one hundred pounds sterling, which are refused him, though often requested. This is to forbid all persons taking any drafts on any merchants in London in the name of Thomas Boylston or George Folger, as they may be assured they will be protested, particular care being taken to prevent every species of fraud that may be executed by said receipts.

George Folger.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Annapolis] Saturday November 9th 1776

Council of Safety agreed with Colonel [Robert] Hooe for all the Jackets imported in the Brigantine *Friendship*, at twenty two shillings and six Pence, each.<sup>2</sup>

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

2. "Receiv'd Novr 12th 1776 into the Public Store from Colo Robert Hooe five hundred and fifty seven Seamen's Jackets—C. W. Howard," Naval and Maritime Papers, Md. Arch.

"A JOURNIEL KEPT BY EPHRAIM BRIGGS OBOURD OF THE GOOD SLOOP *Warren*  
A BOLD PRIVATEER A SECOND CRUIZE."<sup>1</sup>

Saturday November the 9 Day 1776

Latter Part Blows Very hard Saterdag Morning

First Part of these 24 hours it Blows a Very Gale the Wind to the westward Starting Each way A very Bad sea A Going seven A Clock Looks very Dubarious Very heavy Squals ten A Clock A squall struck Us the Trysail bos't Down to the Deck Almost took Bouth parts of the Clue of the Trysail off at once As if they was Cut off with an Ax Got Down the Trysail What was Left of him A Tirible hard Gale inde'd She Lays down Very low Laying A hul

1. RIHS.

**10 Nov. (Sunday)**

JOURNAL OF LIEUTENANT COLONEL GOREHAM <sup>1</sup>

[Fort Cumberland, Nova Scotia]

Sunday the 10th [November] Two of the Inhabitants living just under the Garrison, came early this Morning to inform me of their being between six & seven hundred Men in Arms at their House, most all Night, waiting for a favorable opportunity to attack, that they approached in small partys, near the Fort, during the Night, but found our Centrys so alert, & firing on them, they retired. — Said they intended to send a Summons this day to the Commanding Officer to surrender the Garrison, that among these people, there appeared all the French Acadians of the Country, & Inhabitants of Amherst, Westcock, Joly Cour &c. — One Clough a trading Vessel from Halifax, lying in Bay Vert [Baie Verte], was taken by the bloody Bridge French Acadians. —

	Men	The above Number of Men Sir Geo.
<i>Vorture</i> <sup>2</sup> to land	50	Collier, commanding 'the Kings
<i>Albany</i>	50	Ships here, promised the[y] should
<i>Hope</i>	50	land to Cooperate with any Detacht
<i>Gage</i>	30	none came or has appear'd but the
<i>Diligent</i>	30	<i>Voluture</i> while I remain'd at Wind-
<i>Nova Scotia</i>	30	sor — <sup>3</sup>

1. Proceedings at Fort Cumberland, PRO, Colonial Office, 217/52, 315, DAC Photocopy.

2. H. M. Sloop *Vulture*.

3. This statement and list of ships are in a different hand; possibly written by General Massey.

JOURNAL OF LIEUTENANT WILLIAM DIGBY <sup>1</sup>

[St. Johns]

November 10. The remainder of our Corps came down, the day being clear. Our ships were all laid up at this place for the winter, masts and rigging taken from them, and the ice broke round every morning & evening, to prevent their keels from suffering by the severe frost, then shortly expected.

1. Digby's Journal, BM.

RECEIPT OF WILLIAM WILKINSON, MASTER OF THE BRITISH SCHOONER *Hannah* <sup>1</sup>

Halifax, November 10, 1776.

Received in good order and well conditioned, from Wm. White, on board the schooner *Hannah*, myself master, bound for St. Augustine, but to touch at New-York, the following goods, viz.

Twelve barrels barley; ten half barrels.

Seven Anchors; five barrels pitch.

Twenty-one firkins beef.

Twenty-two barrels beef.

Twenty-three tierces do.

Thirteen casks raisins.

Nineteen barrels and four tierces peas.

One hawser; thirty-seven coils cordage.

Fifteen hhds. beer; thirty-four bundles scathing paper.

Two hhds. tobacco; one hhd. glass ware.

Four cross-cut saws; one puncheon shoes.

One barrel shoes.

Seven bales woolens, and three bales linens.

One bale osnaburgs; one hundred and sixty bolts canvas.

Eight casks raisins; one cask lampblack.

Two cases mustard; and one box spices.

One puncheon linens; two boxes printed linens.

Three bundles twine.

One hundred and ten cheeses.

One cask of nails; forty-eight hampers of wine.

One bale cinnamon; four boxes pipes.

A parcel of oakum.

All of which I promise to deliver in like good order, as when shipped, to the said Wm. White, or his assigns, at New-York or St. Augustine, he or they paying freight for said goods as per charter party, dangers of the seas excepted, having signed three receipts of this same tenor and date; one whereof being fulfilled the others to be void.

William Wilkinson.

1. *New York Provincial Congress*, II, 359.

COLONEL PIERSE LONG TO WILLIAM WHIPPLE <sup>1</sup>

Dr Sir

Portsmo Novr 10th 1776

Since mine to you of the 29th Ulto I have to advise you that the Battalion Stationed here, Are for Numbers much as when I wrote you about (400) – But to Come to our Matters between us, I congratulate you on the Success that's attended the *McClary* Capt [Robert] Parker. Soon after he Sailed he took Two Schooners, With fish Oil and salt which were Sold Yesterday – He is also arrived Together with a fine Large Ship having on board 516 hhd Jama Rum Which were intended for the Army at Quebec – But the Captains meeting with many Contrary winds Obligated him to bear away for New York – And fell in with the *McClary*. Among the Rest of the Rum there's 2 hhds of spirrit Directed for Burgoine & Carlton – By Letters taken in Said Ship, it appears there is a great Scarcity of provisions at Jamaica as One Gentlemen writes his friend That he was then (in July) Selling flour at 18 dollars P barrl & Indian Corn at 2 dollars P bushel – There is also a Mahogany Ship (which the *McClary* Took) Arrivd Which will Turn out in Value about 2500 £. And A Brige from Statia for Ireland with 210 hhds sugr I expect the Whole of these prizes will amount to upwards of 30,000 LM. Which you'l Think is a Tolarable Cruise –

Captn Parker has Refused going out again In whose Room We have put Capt Joshua Moore of Kittery and Expect he will Sail in a few days The Old Ship is a fixing Out. And will proceed on her Voyage the begining of Next Month for the West Indias –

Your family is well. I Should Esteem it a favour you'd find me the Resolves of Congress, And a Book Lately published in Philladelphia In Which is Contained The Whole of the Camp duty In doing Which you'l Oblige me – I am with Real Esteem sr [&c.]

Pierse Long

Nov. 11. By a fishing boat Just got in We hear one of the British Tenders Late Captain [William] Burkes,<sup>2</sup> Overhalld and took her, And after Examining how we were defended, What Condition the *Rawleigh* was in how many privateers we had, And what prizes We had Taken, they Released him, And they themselves made of[f] to sea – The person who Tells this Story is Tuttle the fisherman Whom you know. – Let the Story be true or false it has induced me to keep a Good Luck out at the different forts —

1. John Langdon Papers, Captain J. G. M. Stone Private Collection, Annapolis.

2. The former Washington's schooner *Warren* which had been taken by H. M. S. *Liverpool*. See Volume 6.

JOURNAL OF AMBROSE SERLE <sup>1</sup>[On board H. M. S. *Eagle*, New York]

Sunday, 10th. [November]

Lord Dunmore called this Morning on the Admiral [Howe] on his Departure for England. His Lordship goes Home in the *Fowey*, which immediately got under Sail, to proceed on her Voyage – . . .



Several Victuallers arrived from Halifax. Two Rebel Privateers followed them at a Distance, but finding the Ships well armed did not venture to approach very near them.

The *Perseus* & *Unicorn* arrived at Sandy Hook with 3 valuable Prizes.

1. Tatum, ed., *Serle's Journal*, 138, 139.

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Long Island] 10th Novr 1776. Everything is ready for the Embarkation of the 3rd and 5th Brigades, and part of their heavy baggage is on board. The destination remains a secret.

It is not supposed we are going to Rhode Island, as the passage there at this season is rather dangerous and tedious, occasioned by the prevalence of the North-erly winds, particularly off the end of Long Island, which makes it difficult to beat up so far. The transports and Frigates indeed, might go through Hellgate and the Sound, but none of the two decked ships can go that way, nor the *Grand Duke of Russia* transport of 672 Tons, and as they must go by Sandy hook and the back of Long Island, and the fleet wd by this means be separated. In the opinion of many the chief expedition is intended for the Delaware, and the other up The North River to attack Fort Constitution, or to proceed farther up to hasten the retreat of the Army opposed to General Carleton.

1. *Mackenzie's Diary*, I, 101.

#### JOURNAL OF H. M. S. *Maidstone*, CAPTAIN ALAN GARDNER <sup>1</sup>

Novemr [1776] Platform Pt SS $\frac{1}{2}$ E. 8 Leagues.  
 Sunday 10 [A.M.] 2 TKd Ship, 8 Pass'd a French Frigate. 9 TKd Ship.  
 10 joined Company the Tender and her two Prizes.<sup>2</sup>

1. PRO, Admiralty 51/572.

2. Schooner *Polly* and sloop *Betsey*, each with cargoes of molasses, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

#### JOURNAL OF H. M. S. *Seaford*, CAPTAIN JOHN COLPOYS <sup>1</sup>

November 1776 At Sea [off St. Martin]  
 Sunday 10th At 9 A M Sent the Boat on board a Schooner bro't the Cap-  
 tain on board, & Sent a Petty Officer on board her. At 12 Do  
 the Town of Great Bay St Martins ENE $\frac{1}{2}$ E.

1. PRO, Admiralty 51/880.

#### WILLIAM BINGHAM TO SILAS DEANE <sup>1</sup>

Sir St Pierre Martinique Novr 10th 177[6]  
 Above you will find Copy of my last Respects Since which have not had the Honor of receiving any of your esteemed favors – The Gentn at Bordeaux to whom I transmitted some of my Letters for you has acknowledged the Receipt of them & informs me that he had carefully forwarded them –

This I expect will be delivered to you by Mr Wm Hodge of Philadelphia, who is entrusted with Some important Dispatches by the Committee of Secret Correspondence; And as I have no doubt of your being fully informed of every interesting Peice of Intelligence thro the Medium of their Dispatches, I almost think it needless to expatiate at large upon them –

The Result of the Conference between the Committee of Delegates & Lord & Genl Howe, you will find published in the Gazettes by order of Congress – The Evacuation of New York by Genl Washington may perhaps at first raise the Spirits of our Enemies & make a deeper Impression upon the Minds of our Friends, than this prudent Maneuvre of our Generals merits. It Saved the Destruction of an elegant & once opulent City, which the Ships under Command of Lord Howe might at any Time have laid in Ashes. Our Army is now strongly entrenched on New York Island & at Kingsbridge & bid Defiance to the Enemy; Genl Howe finds himself identically in the Same Situation, that he was in at Boston, having the Command of the Sea, but at Land Surrounded by our Troops –

There is to be established betwixt this Island & the Continent a Number of fast Sailing well appointed Vessels, which are intended for the Purpose of Commerce, as well as to convey Dispatches to & from this Place; I therefore expect henceforward to have a regular & punctual Supply of News, all which I Shall duly & carefully transmit to you; The Honble the Committee desired that when I Should write to you, I would earnestly recommend your contriving some Way of sending me the English, Irish & French News Papers, political Publications, &c in order that they may be furnished therewith – I think they may be sent under cover to the General <sup>2</sup> with his Dispatches or by any other conveyance that you may think preferable – I have the Honor to be with great Regard & Esteem [&c.]

W<sup>m</sup> Bingham

1. Silas Deane Papers, ConnHS.

2. The French commander at Martinique.

## 11 Nov.

### JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gentlemen

Boston 11th Novr 1776

I have the honour of receiving your favour under the 18th of Octor furnishing me with a resolve of Congress to order a just distribution of all prizes taken by the Cruisers fitted out by order of General Washington on the Continental Account – to which I beg leave to reply, the prizes taken prior to the three scotch transports <sup>2</sup> were under the direction of other Agents, who by a former order from Congress I have repeatedly call'd on to exhibit their Accounts for a Settlement, which at present remains to be done, tho' Mr [William] Watson assures me in a fortnight he will be ready to come to a Settlement, But I despair of doing any thing with Bartlet & Glover <sup>3</sup> – the latter bawls out of the unreasonableness of calling on him, when he is in advance for the Continent. I shall give a very close attention to settle the Accounts of all the prizes that's fallen into my hands, to pay the men their proportions and to forward to your board all the documents ordered

and when I know what Ballance remains shall dispose of it agreeable to your orders –

Two days since two prize Briggs arrived the one taken by the *Hancock* & *Franklin* from [torn] for the mediranean with 426 Teirces of Salmon & 420 quintals of dry fish <sup>4</sup> – the other brought in by the *Lee* from Halifax for Jama with lumber <sup>5</sup> I sometime since acquainted the honble Board with the conduct of Capt: [Daniel] Waters in the *Lee* relative to his refusing to joyn Capt [William] Burk[e] in attacking two vessells off Marblehead who was a good deal shatter'd by them while he [Waters] remain'd a shore & was only a spectator for want of his Assistance we lost them both – they were Scotch transports – the cruise before last he was near a month in the Eastern parts after he sail'd hence, the last Cruise I fitted him for a two months Cruise and he return'd before one month expired, I cant discharge my duty without acquainting the Board with such proceedings, and to inform you that the service realy suffers for want of some regulation which I hope you in your wisdom will soon make, the Schooner *Lynch* remains on pay haul'd up – hope I shall receive orders what to do with her – <sup>6</sup> I have the Honour to be with all due Respects [&c.]

1. John Bradford Letter Book, vol. 1, LC.

2. *George, Annabella* and *Lord Howe*. See Volume 5.

3. Watson was Washington's agent in Plymouth, Bartlett in Beverly and Glover in Marblehead.

4. Brig *Triton*, taken by Samuel Tucker in the *Hancock*, and John Skimmer in the *Franklin*.

5. Brig *Elizabeth*.

6. Washington's schooner *Lynch*, Captain John Ayres.

JOHN BRADFORD TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS <sup>1</sup>

Gentlemen

Boston 11th Novr 1776

I have the honour to be favour'd with yours under the 7th Octor by last post only to which I beg leave to reply the Bay Ship I formerly mentioned with the Cargo is sold she being under the direction of Mr Langdon Agent for the New Hampshire State – I am inform'd he has purchas'd her with the principle part of her Cargo with a design to offer her to Congress no doubt you have heard from him on that subject You give me leave to purchase any other Bay Ships' <sup>2</sup> – we have one in this port & theirs one at plimouth, both good Ships, but belonging to private people – I shall make use of all the address I am posses'd of keeping my intentions of purchase a profound secret & not appear in it my self & if they go of[f] cheap shall purchase & inform your Committe in due time with my proceedings –

The Briggs *fanny* was to sail last fryday the Genious of a Capt who took her is not in town, so soon as I settle with him I shall render you an Accot of my proceedings which I hope may be satisfactory, I left the *fanny* last tuesday, being oblig'd to make two Journeys to plimouth on that Account – <sup>3</sup>

1. John Bradford Letter Book, vol. 1, LC.

2. Referring to prize ships from the Bay of Honduras with cargoes of logwood and mahogany.

3. See footnote 2 under Bradford's letter to Robert Morris, October 22, Volume 6, 1360.

*Boston Gazette*, MONDAY, NOVEMBER 11, 1776

Boston, November 11.

Friday and Saturday 7 night arrived at Marblehead from Halifax, two Flags of Truce, the *pacific* Cartel bringing 96 & the *Hostage* Schooner 78 Prisoners,

to be exchanged for an equal Number of like Rank — Among the Prisoners were Capt. James Tracy and the other Officers of the *Yankee Hero* Privateer; <sup>1</sup> also Capt. [Joshua] Stone and the officers of a Privateer belonging to Casco Bay.<sup>2</sup>

We hear that Capt. John Lee of Salem, has taken another ship from London, very valuable prize, and sent her into a neighbouring state.<sup>3</sup>

Friday last arrived at Marblehead, [a large prize] Ship, having on Board 4800 Quintals of Fish. She was sent in by Capt [Daniel] Hathorne.<sup>4</sup>

Saturday last arrived here, a prize brig, laden with fish, taken by the Captains [John] Skimmer and [Samuel] Tucker, — <sup>5</sup> And

Yesterday arrived here a Prize, taken by Captain Daniel Waters, laden with Staves, bound from Nova-Scotia for the West-Indies.<sup>6</sup>

1. Taken June 7, by H. M. S. *Milford*.

2. The Massachusetts privateer sloop *Retrieve*, taken by H. M. S. *Milford* near Seal Head, September 30, 1776.

3. Brigantine *Susannah*, captured by John Lee in the Massachusetts privateer schooner *Hawke*.

4. Brigantine *Anna* taken by Hathorne in the Massachusetts privateer schooner *True American*.

5. Brigantine *Triton* prize of Washington's schooners *Franklin* and *Hancock*.

6. Brigantine *Elizabeth* taken by Washington's schooner *Lee*.

PERMIT TO CAPTAINS JOHN STEWART AND JAMES McLEAN, MASTERS OF  
TWO PRIZE TRANSPORTS, TO DEPART IN A CARTEL <sup>1</sup>

We John Stewart, late Captain of the Ship *Oxford*, and James McLean late Captain of the Ship *Crawford* Two Transport Ships in the Service of his Britannick Majesty having on board Two Companies of regular Troops bound from Greenock to Boston, being captured by Capt. Biddle in the *Andrew Doria* an armed Vessel in the Service of the United States of America and brought into the State of Rhode Island and Providence Plantations do acknowledge to have received from the Hon'ble Nicholas Cooke Esqr Governor of the State aforesaid Permission to go from hence to the State of the Massachusetts Bay and there to take Passage in the First Flag of Truce bound to Halifax where we are to be considered as given in Exchange for John Earl[e] & Ezekiel Burroughs Two Officers of the *Columbus* a Ship of War in the Service of the United States of America who were Prize Masters of the Brig *Bee*, and Ship *Hester* Two Prizes taken by the *Columbus* and afterwards retaken and carried into Halifax. Providence Novemr 11th 1776.

John Stewart      James McLean

Witness   Henry Ward

1. Council of War Papers, Exchange of Prisoners, R. I. Arch

PRISON DIARY OF MAJOR CHRISTOPHER FRENCH <sup>1</sup>

[Hartford] Monday 11th Novr

Six Prisoners were brought to Goal, part of those taken on Long Island last Friday Week by a Party of the Rebels sent over for that purpose, among whom was a Capt Smith of Genl Delancy's Brigade. He assures me that this plan was conducted by the Rebels in concert with one Nathan Woodhull, (who was formerly in the Militia, has been in the Rebellion, & taken the Oaths of Allegiance



since) who, he says he can prove, has frequently secreted Rebels, & was their Guide the Night he was made Prisoner. He tells me the Rebels kill'd 5. or 6. & brought off about 18 or 19 Prisoners with about 50. Firelocks —

1. US Revolution, LC.

LIBEL FILED IN NEW LONDON ADMIRALTY COURT AGAINST THE PRIZE  
SHIP *Clarendon* <sup>1</sup>

State of Connecticut, ss.

New London County, Nov. 11, 1776.

A Libel is filed before the Hon. Richard Law, Esq; Judge of the Maritime Court for the County of New-London, against the ship *Clarendon*, her Tackle, Apparel, Furniture and Boats; which said Ship was lately commanded by John Deniston, burthen about Two Hundred Tons, and also against her Cargo, consisting of about 200 Hogsheads, 105 Tierces, and 3 Barrels Sugar, 65 Puncheons Rum, 33 Planks of Mahogany, 11 Planks of Molatto Wood and 191 Hides; said to belong to the Subjects of Great-Britain, not Inhabitants of Bermudas and the Bahama-Islands; which Ship was taken by the armed Brigantine *Cabot*, Elisha Hinman, Commander, and brought into the Port of New-London in the County aforesaid. The Maritime Court erected for the Trial of all such Captures, will be held at New-London aforesaid, on the First Monday of December next at 2 o'Clock, P.M. to try the Justice of said Capture, of which this Notice is given pursuant to the Laws of the Colony, that the Owners of said Ship and Cargo, or any Person concerned therein, may appear, if they see Cause, and shew Reason, if any be, why the said Ship, her Tackle, Boats and Cargo should not be condemned as lawful Prize to the Captors.

Per order of the Judge.

Wint. Saltonstall, Reg'r.

1. *Connecticut Gazette*, November 15, 1776.

GEORGE WASHINGTON TO JOHN HANCOCK <sup>1</sup>

[Extract]

Peeks kill, November 11, 1776.

I left white Plains about 11 O'Clock yesterday. all peace then. The Enemy appeared to be preparing for their expedition to Jersey, according to every information. What their designs are, or whether their present conduct is not a feint I cannot determine. The Maryland and Virginia Troops under Lord Stirling have crossed the River as have part of those from the Jersey, the remainder are now embarking.

The Troops judged necessary to Secure the Several posts thro' the Highlands, have also got up. I am going to examine the Passes and direct such Works as may appear necessary, after which and making the best disposition I can, of things in this Quarter, I intend to proceed to Jersey, which I expect to do to Morrow.

I congratulate you and Congress on the News from Tyconderoga and that Genl Carlton and his Army have been Obligated to return to Canada, without attempting anything. I have &ca.

1. Fitzpatrick, ed., *Writings of Washington*, VI, 271-73.



*New-York Gazette*, MONDAY, NOVEMBER 11, 1776

New-York, November 11.

Captain [Henry] Davis of the *Repulse* being taken dangerously ill, the *Emerald*, Captain [Benjamin] Caldwell, took his Station near the Rebel Forts up Hudson's River.

Several Rebel Privateers, &c. have been lately taken and brought into this Harbour, by some of His Majesty's Ships.

On Wednesday Evening last the *Lively* Frigate, Captain Bishopp, arrived in the Harbour from off Carolina. She brought in some Prizes with her.

Yesterday Morning, the *Perseus*, Captain Elphinstone, arrived at Sandy Hook, and brought in two Prizes, valued at 5000 l. Sterling.

DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Long Island] 11th Novr Near 200 sail of Vessels went out this day for England and Ireland under Convoy of The *Fowey* and *Active*. The *Greyhound* also went out with them. She is to see them 100 leagues to the Eastward and then return.

1. *Mackenzie's Diary*, I, 102.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN ELISHA WARNER, CONTINENTAL  
SCHOONER *Fly* <sup>1</sup>

Sir [Philadelphia] November 11th 1776

We have received intelligence that our enemies at New York are about to embarque 15000 Men on board their Transports, but where they are bound remains to be found out. The Station assigned you makes it probable that we may best discover their destination by your means for it will be impossible this fleet of Transports can get out of Sandy hook without your seeing them; and we particularly direct you to take such station as will prevent a probability of their passing you unseen the *wasp* must act in conjunction with you, and for that purpose you will concert with Lieutenant [John] Baldwin what is best to be done and give him orders accordingly, when you discover this fleet watch their motions and the moment they get out to Sea and shape their course send your boat on Shore with a Letter to be dispatched by express informing us what course they steer – how many sail they consist of if you can ascertain their numbers and how many Ships of war attend them. We expect this Letter will be sent off to you by Mr James Searle who is at Shrewsbury and he will either receive your letters and send them off to us by express or get some proper person to do it. If this fleet steer to the Southward either the *fly* or *wasp* which ever sails fastest must precede the fleet – keeping in shore and ahead of them, and if you find they are bound into the Capes of Delaware, run into some of the Inlets on the Jersey Shore, and send one of your officers or some proper person to us instantly with an Account thereof.

The dullest sailer of the *Fly* or *Wasp* must follow after this fleet and watch their motions and whenever you make discovery of their destination so as to know it with certainty put in for the Land and send us the information by Express.

Thus you must watch this fleet one before and the other after them until you can inform us where they are bound. Should they go for Chesapeake Bay, put into some of the Inlets on the Coast and give advice to the Council of Safety of Virginia and Maryland by express. If they go for North Carolina South Carolina or Georgia observe the same conduct, and if they go to the Northward do the like. In short we think you may by a Spirited execution of these Orders prevent them from coming by Surprize on any part of this Continent, and be assured you cannot recommend yourself more effectually to our freindship. If you could find an opportunity of attacking and taking one of the fleet on their coming out it might be the means of giving us ample intelligence, in such case send all the papers and prisoners here expeditiously. — We are sir [&c.]

1. Marine Committee Letter Book, 43, NA.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

Philad'a, November 11th, 1776.

In Consequence of Intelligence received that part of General How's Army was making a Move this way, the Council, to get things in forwardness to make a defence, came to the following Resolutions, vizt:

- 1<sup>st</sup>. That 12 Expresses with Horses be provided, to be in readiness to send.
2. That Col. [Francis] Gurney & Mr. [Frederick] Kuhl be appointed to examine the state of Military Stores and Arms in the State House and Lock Factory, & report to the Board the State in which they shall find them.
3. That Col. S. Matlack be appointed to write a Circular Letter containing the Intelligence received, to the Commanding officers of the Militia.
4. That Commodore Seymour, Col. [Richard] Humpton, Capt. [Joseph] Blewer, & Capt. Hazlewood [John Hazelwood], do review the whole Naval Armament and the Artillery Companies belonging to this State to-morrow, and make report to this Board of the State in which they shall find them.
5. *Resolved*, That Col. [John] Bayard be appointed to draw up a Letter to Col. Kirkbridge, to view the Fords of the River Delaware above the Falls.
6. That Mr. [Owen] Biddle be appointed to write to the Delaware State & the Lower parts of New Jersey, and acquaint them with the Intelligence received.
7. That Mr. S. C. Morris be appointed to write to Mr. Parr, Mr. Tilghman, & Mr. Lukens, and order them to remove the Public Papers in their hands.
- 8th. That Mr. Robert Irwine be sent for and directed to engage a Number of Waggons, in order to remove the Military Stores from this City to the Country.
9. That Col. [Samuel] Mifflin be sent for & requested to Assist in directing the Mounting all the small Guns that can be procured on Carriages in and near the City, that is fit for that purpose.
10. Mr. [Robert] Towers be Directed to provide a larger Quantity of Musket Cartridges than is now on hand, and employ as many people in making them as can be procured.
11. That the Boom be fixed to the Piers near fort Island, without delay.

1. *Pennsylvania Colonial Records*, X, 783-84.

LIBEL OF CAPTAIN NICHOLAS BIDDLE AGAINST SLAVES TAKEN ON BOARD  
VARIOUS PRIZES <sup>1</sup>

Port of Philadelphia, }  
Pennsylvania, ss. } To all whom it may concern.

Notice is hereby given, That a Court of Admiralty will be held at the State-house, in the city of Philadelphia, on Thursday the 28th day of November inst. at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bill of Nicholas Biddle, Esq; (who as well, &c.) against the following Negro slaves, *to wit*, Luke, Baile, Jack, Phil and Ben, taken on board the brig *Betsey*, John Rynoe, master; Jacob, taken on board the brig *Elizabeth*, William Ryson Johnston, master; Henry and Jacob, taken on board the Ship *Molly*, Bridger Goodrich, master; Sol, Moses, Charles and Jacob, taken on board the brig *Maria*, John Marshall, master; and Romeo, Joe and Frank, taken on board the brig *Peggy*, commanded by Capt. Cook: To the end and intent that the owners or masters of the said Negroes, or of any or either of them, or any person or persons concerned therein, may appear and shew cause, if any they have, why the same should not be condemned as prize according to the prayer of the said bill. By order of the Judge.

Nov. 11, 1776.

Andrew Robeson, Reg.

1. *Pennsylvania Packet*, November 12, 1776.

STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentell Men/ [West River November 11, 1776] <sup>2</sup>

In your Provence Stoare Ive sum Durance or Tamies that Would Do to Make Culers [colors] for the Provence vessels Plesto let Mr Wasteney's My Clark have it he now Waits on you for it If you Can Spare it If you have no thin Canvi[s]s Plesto send Me two Boults of your thickest ozenbrigs I Shuld have Waited on you MySelf but am oblige to Go to the lower Part of Prince Georges County Whare I hear thare is a Quanttey of Beef to sell on Wensday Morning I intend to Sit off to Baltemore by Water to Look after the Rigen Castns Iron Hoops and Boats for the Provence Vesels I understand the *Defence* Prise Ship Captain [Thomas] Walker <sup>3</sup> has Sum Small Guns and Cohornes If you have no Potickler use for them and Will give Me an order for them I Can fit out these two Schooners With guns If you Want Me to Do anything for you at Baltemor Plesto Req[ue]st Me And I will Comp[l]y With your orders If I Can I am [&c.]

Stephen Steward

1. Red Book, XVI, Md. Arch.

2. The date is estimated as Monday, November 11. Steward said he would leave for Baltimore on Wednesday, and on Monday, November 18, he was in Baltimore.

3. The sloop *Daniel*, from St. Augustine for Liverpool, taken October 4, 1776.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston]

Monday 11th November 1776

Agreed to furnish Mr. Willm Hest with 200 Bushels of salt to Enable him to procure Hemp from the Back Country for the use of the Navy --

Received a Letter from Capt. Thomas Pickering  
Off Sunbury Thursday Noon [Nov. 7]

Mr. Blake Sir/

We left Charles Town Barr Yesterday about Ten OClock & having a fine Breeze stood a Longshore all Night, & this Morning fell in with a sloop, after giving chase all day, we came up with her about Two oClock, she proved to be a French Sloop from the Cape bound for Charles Town Mr. Aberdie Master, he is the Gentleman who delivers You this. I Received several Articles from him before we parted, As he complained of being a stranger to the Place & People, I have taken the liberty to give him, these few lines to you; any services you can render him will infinitely Oblige me; the wind at Present is small and off the Land, am much afraid we shall be puzzled to make Sunbury, however shall do my Endeavours to discharge the trust reposed in me, the People upon Deck Call out a sail and as we are preparing to give Chace I must Conclude – I Remain, Sir [&c.]

(signed) Tho<sup>s</sup> Pickering

1. Salley, ed., *South Carolina Navy Board*, 24.

## 12 Nov.

COLONEL JONATHAN EDDY TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

Cumberland [Nova Scotia] Novr 12th 1776

Pursuant to Instructions We proceeded from Boston raised a few Men and arived at Cumberland in High Spirits where Some of the Inhabitants Joyned us and we Seized a Vessel in the Harbour with a Great Quantity of Stores &c for the Garrison and besides an Officer and twelve Men that we Sent back from Shepody we have taken above Thirty Prisoners and have attempted the Garrison but Cannot take it without Some Canon and Mortars nor Can we git off what we have taken without Some help as there is a Man of War in the Bay we have Therefore to Intreat of the Province of the Massachusetts for our Selves and for the Inhabitants of Nova Scotia to send some Privatiers into the Bay and Some Troops and Military Stores That we May be able to Promote the General Cause and add another Provence to the United Colonies.

I Must refer you for further Intiligence to Mr Throop the Bearer and Subscribe in the Utmost hast Your [&c.]

Jonathan Eddy

To the Honbl Council & Assely at Boston

1. James Phinney Baxter, ed., *Documentary History of the State of Maine* (Portland, 1910), XIV, 395–96.

CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Alfred 12th Novr 1776. off the  
Coast of Cape Briton.

Gentlemen

I had the honor of writing to you from Rhode Island 30th Ulto with an account of my late Cruise and Copies of my letters down to the 30th of Sepr I



sailed from thence 1st Current & have met with contrary winds and Stormy Weather for some time past – I have not however met with any material Disaster – I took the Brigantine *Active* last night from Liverpool for Hallifax with an Assorted Cargo on private Account – and this morning I fell in with and took the Ship *Mellish* of 350 Tons from London for Quebeck with a Cargo consisting entirely of Cl[o]thing – this Prize is I believe the most Valuable ship that hath been taken by the American Arms – She made some defence but it was triffling. – the *Active* by the best Account I can learn was worth Six Thousand pounds Sterling when She left England. – I found Sixty men Women and Children on board the *Mellish* – Several of whom are persons of distinction. – I have taken them all on board here and shall now endeavour all I possibly can to effect the principal part of my duty and relieve our illtreated Fellow Citizens at Cape Briton – the loss of the *Mellish* will distress the Enemy more than can be easily imagined. – as the Clothing on board of her is the last intended to be sent out for Canada this season and all that hath preceeded it is already Taken – the situation of Burgoyne's Army must soon become insupportable – I will not loose Sight of a prize of such Importance but will sink her rather than suffer her to fall again into their hands: – I send the *Active* into port and she conveys this. – there are among the prisoners forty Seamen and Soldiers with their officers. – I am with much esteem and respect Gentlemen [&c.]

J. P. J.

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 99–100, NA.

CAPTAIN JOHN PAUL JONES TO ROBERT SMITH <sup>1</sup>

*Alfred* off the Coast of Cape Briton

12th Novr 1776. –

Sir

I am happy in this opportunity of acknowledging the grate obligations I owe to Mr. [Joseph] Hewes – by Addressing my prize the Brigantine *Active* to You – I have seen and do esteem Yourself – but I knew your Brother James well when I was myself a Son of Fortune. – You will perhaps hear from me agin in a short time – Meanwhile you may promulgate that I have taken the last Transport – with Cloathing for Canada – no other will come out this Season and all that have been Sent before are taken. – this will make Burgoyne “Shake a Cloth in the wind” and check his progress on the Lakes. (I have taken a private Adventure of Captn Foxe's <sup>2</sup> (in slops) for the use of my Seamen – and should he be allowed his private Trade you will please to give him any Credit he may Occassionally want under Fifty Pounds Sterling 'till I write you more particularly on the Subject) I have the honor to be with much Esteem Sir [&c.]

J. P. J.

To Robr Smith Esqr

Agent, for the State of No Carolina.

1. Papers of John Paul Jones, 6503, LC.

2. Isaac Fox, master of the *Active*.



CAPTAIN JOHN PAUL JONES TO ACTING LIEUTENANT WALTER SPOONER<sup>1</sup>

*Alfred* 12th. Novr 1776

Sir

off the Coast of Cape Briton

You are hereby appointed Commander of our prize the Brigantine *Active* from Liverpool for Hallifax – You are directed to proceed with all possible dispatch for the State of North Carolina and to deliver your charge (the Brigantine *Active* with my letters) unto Robert Smith Esqr the Agent at Edenton. – I request you to be very careful to keep a good look out to prevent your being surprised or re-taken – and you must by no means break Bulk, or destroy any part of the Cargo or Stores except what may be absolutely necessary for your Subsistence during the passage. – If you find it impossible to reach and get into No Carolina You are at liberty to go into any other of the United States of No America.<sup>2</sup> I wish you a Safe and Speedy passage and am Sir [&c.]

J. P. J.

N.B. when off the Barr of Ockricock You are to hoist a Jack or Ensign on the underpart of Your Jib-Boom as a Signal for a pilot and hoist Your Ensign Union down.

To Mr Walter Spooner Lieutenant of the Ship of War the *Alfred* & Commr of the *Alfred's* prize the Brigantine *Active*.

1. Papers of John Paul Jones, 6502, LC.

2. *Active* did not go to North Carolina, but entered Dartmouth prior to November 28. She was libeled against on December 26 for trial January 14, 1777. *Independent Chronicle*, Boston, November 28 and December 26, 1776.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL<sup>1</sup>

Boston – Tuesday November 12th 1776.

In the House of Representatives. Resolved, That the Honble. Richard Derby Esqr. be. and he hereby is directed to supply the Clerk of the House of Representatives for the use of the same with one Box of Stationry taken on board the Ship *Julius Casar* by the *Republic* an Armed Vessel belonging to this State. And to charge this State therewith at the same price the other Boxes taken on board the said Ship shall sell for.

In Council. Read, & Concurred. –

Consented to by 15 of the Council. –

1. Mass. Arch., vol. 36, 141, 143.

GOVERNOR NICHOLAS COOKE TO LIEUTENANT BENJAMIN STELLE<sup>1</sup>

State of Rhode Island and Providence Plantations

Sir,

Providence Novemr 12th 1776.

In Consequence of a Proposal from Capt Furneaux of his Britannick Majesty's Ship *Syren* the General Assembly have requested me to send to New Shoreham Two Masters of Vessels, Five Mates, and Twenty four Seamen who have been captured and brought into this State to be exchanged for an equal Number of Prisoners of the same Rank belonging to the United States. I have therefore caused Two Masters, Five Mates, Twenty Seamen and One Corporal to be put

on board the Sloop *Diamond* Thomas Lawton Master, and appointed you to proceed with them in the said Sloop to manage the said Exchange, and do direct you to proceed in said Sloop with said Prisoners with all possible Expedition to the said Island. If you find Capt. Furneaux there you will immediately deliver him my Letter and the said Prisoners and make the Exchange in the following Manner. You are to receive One Master Three Mates and Twenty Seamen belonging to the United States who are now Prisoners on board his ship.

Capt. James Smith who with James Hill and Thomas Simpson his Two Mates was taken in the Ship *Irwin* which was retaken by the People and carried to New York having given me his Parole to endeavour to procure in Exchange for him and his Two Mates the Releasement of Levi Rounds, William Walker, John Wilbur, Thomas Longmore and John Lyon common Seamen who were put on board the *Irwin* when she was taken; and a Permit for them to return Home; and accordingly the said James Smith, James Hill and Thomas Simpson are to be considered as exchanged for the said Levi Rounds, William Walker, John Wilbur, Thomas Longmore, & John Lyon. I have also written to Capt. Furneaux <sup>2</sup> that if he should think proper to send me the Remainder of the Prisoners in his Possession I will faithfully as soon as it is in my Power send an equal Number of British Prisoners of the same Rank to Block Island in Return for them; You will therefore endeavour to effect their Releasement upon that Condition

In Case of Capt. Furneaux's Absence you are to deliver my Letter, and the said Prisoners to the Captain of the First British Ship of War which shall arrive there, taking his Receipt for them and writing to Capt. Furneaux an Account of your Proceedings, and return and make Report to me. I not doubting but Captn Furneaux will immediately upon his Arrival return an equal Number of Prisoners agreeable to his Proposals. I am, Sir [&c.]

Nich<sup>s</sup> Cooke

1. Letters from the Governor, 1768–1777, vol. 2, R.I. Arch.

2. Letters from the Governor, 1768–1777, vol. 2, R.I. Arch.

#### PERMISSION FOR EXCHANGE OF BRITISH NAVAL PRISONERS OF WAR <sup>1</sup>

Providence Novemr 12th 1776 –

We James Morris late Captain of the Brige *Minerva* bound from Antigua to New York and captured by Thomas Child Commander of the Brige *Industry*, a private Vessel of War, Richard Gosling late Mate of the Ship *Eagle* Henry Barnes Master bound from Barbados to Lancaster and captured by Daniel Bucklin Commander of the Sloop *Montgomery* a private Vessel of War, John Davidson late Mate of the Snow *Jenny* William McNelly Master bound from Barbados to Belfast & captured by James Munro Commander of the Sloop *Sally* a private Vessel of War, John Bryant late Mate of the Schooner *Hannah* Henry Davis Master bound from Dominica to Newfoundland and captured by Abner Coffin Commander of the Sloop *Favourite* a private Vessel of War, Thomas Suffolk Corporal in the 53d Regiment in the Service of his Britannick Majesty and captured in the *Woodcock* bound from Quebec to Spithead by Thomas Stacey Commander of the Sloop *Diamond* a private Vessel of War, Alexander Douglas, John Ferguson,

David Ross, James Carr, Edward Pridmore, William Esplin, Edward Bourke, David McKallop, Dennis Dunnavan, Joseph Singer, John Johnson, James Johnston, Willm Dickey, Edward Clayton, John Taylor, Daniel Riordan, John Sage, John Smith, David Kidd, and John Watson late seaman on board Vessels belonging to the Subjects of the King of Great Britain and captured by different private Vessels of War and all of us brought as Prisoners into the State of Rhode Island and Providence Plantations do severally acknowledge to have received from the Hon<sup>ble</sup> Nicholas Cooke Esquire Governor of the State aforesaid Permission to embark on board the Sloop *Diamond* Thomas Lawton Master and under the Care of Mr Adjutant [Benjamin] Stelle to proceed to Block Island to be exchanged by the Captain of the *Syren* if there, or otherwise by the Captain of the First British Ship of War which shall arrive there, for Prisoners belonging to the United States of America.

James Morris	David Kidd	Edward × Pridmore
John Davidson	Edward Clayton	John Sage
John Bryant	James Karr	Th[oma]s Suffolk
Rich <sup>d</sup> Gasheny	Alex <sup>r</sup> Douglas	William Esplin
Johan Freidric	William Dickie	Edward Bourk
John Ferguson	John Johnson	Dennis Donovan
Joseph Singer	The Mark of	
David M <sup>c</sup> Kallop	James + Johnston	
John Taylor	The Mark of	

1. Council of War Papers, Exchange of Prisoners, R. I. Arch.

PERMIT TO ALEXANDER WATSON AND JOHN CAMPBELL, BRITISH PRISONERS,  
TO DEPART IN A CARTEL <sup>1</sup>

Providence Novemr 12th 1774 [*sic* 1776]

We Alexander Watson late Cook of the Ship *Oxford* Capt. [John] Steuart Master and John Campbell late Mariner on board the Ship *Crawford* Capt. [James] McLean Master Two Transports in the service of His Britannic Majesty being captured and brought into this Port by Capt. Biddle in the *Andrew Doria* a Continental Ship of War do acknowledge to have received from the Hon<sup>ble</sup> Nicholas Cooke Esqr Govr of the State of Rhode Island & Providence Plantations Permits to go to the State of the Massachusetts-Bay and there take Passage in the First Flag of Truce bound to Halifax, & there to be considered as given in Exchange for William Mowry & Thomas Hall Two Seamen late belonging to the *Columbus* a Continental Ship of War who was put on board Prizes which were

afterwards retaken and carried into Halifax & from thence sent Home in a Flag of Truce

The Mark of A Alex<sup>r</sup> Watson  
The Mark of Q John Campbell

Witness Henry Ward Secry

1. Council of War Papers, Exchange of Prisoners, R. I. Arch.

LIBEL OF THOMAS RUTTENBER, COMMANDER OF THE RHODE ISLAND  
PRIVATEER *Montgomery*, AGAINST PRIZE SCHOONER  
*Endeavour*<sup>1</sup>

[State of Rhode] Island & }  
[Providen]ce Plantations ss }

To the Hon John Foster Esq Judge of  
the Court of Justice for the Tryal of  
Prize Cases in and throughout the State  
of Rhode Island & Providence Planta-  
tions in America

Thomas Rutenberg Commander of the private Sloop of War called the *Montgomery* of the port of Providence in the State aforesaid duly commissioned agreeable to the Resolutions of the most Honl the continental Congress to cruise against the Enemies of the united States of America in behalf of himself; the Owners of And the officers and Men belonging to said Sloop of War comes into this Honl Court and gives your Honor to understand and be informed that on the thirteenth Day of October ad 1776 being on a Cruise against the Enemies of sd united States he together with his officers & men belonging to said Sloop upon the High Seas took and captured the Schooner *Endeav[ou]r* with her Appurtenances commanded by one Michael Dyer together with her Cargoe consisting of about One Thousand Bushels of Salt, Three Hogsheads of Rum Eight Hhd of Molasses, One Hogshead three Tierces and four bbls of Muscovado Sugar bound from the Island of Bermuda to the port of Halifax in Nova Scotia and which said Cargoe was designed to supply the Inhabitants of Halifax Subjects of the King of Great Brittain whose Fleets and armies are acting against the said united States of America and for supplying the soldiers belonging to the Garrison there kept by the said King. and said Schooner with her Appurtenances & Cargo before and at the Time of Capture belonged to and were the property of some person or persons inimical to the said united States of America. And the Libellant further informs your Honor that he hath sent said Schooner with her Cargo & Appurtenances into the port of Providence within your Honors Jurisdiction for adjudication. Wherefore he humbly pray[s] that your Honor would take the premises into Consideration and grant out the proper process and Monitions in

such Cases required by Law and further proceed as to Right and Justice appertaineth

John Cole pro Libellant

[Endorsed] Libel Daniel [*sic*] Rutenburg vs Schooner *Endeavour*  
Received Novr 12: 1776 Trial ordered to be on 30 Novr 1776. –  
Warrant issued for Sale Decemr 5th 1776 –

1. Admiralty Papers, vol. 9, 1776, R. I. Arch.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD <sup>1</sup>

Sir

Newport November 12th. 1776 –

Captn John Plants who was a Passenger in the *Royal Exchange* has two hogsheads of Rum onboard the Brig *Lord Lifford* under your Care <sup>2</sup> – and as he will want a Sufficiency to bear his Charges while here Should be glad you will deliver him the two Hhds of Rum, and it will be agreeable to the Officers and Men belonging to the Fleet and I make no doubt but it will be agreeable to the Congress – I am Sir [&c.]

E. H. –

To John Bradford Esqr Agent for the Contl Fleet in the State of Massachusetts Bay.

1. Hopkins Letter Book, RIHS.

2. Both ships were prizes of the Continental ship *Columbus*, Abraham Whipple. See Volume 6.

COLONEL JOSHUA PORTER TO ROBERT TREAT PAINE <sup>1</sup>

Sir

Salisbury Novr 12th 1776

Your Favour from Philadelphia of Octr 7th is before me, for delaying, so long, to answer it, I must appologize, having been extreemly hurried in Business –

There is no convenient way of enlarging This Furnace so as to cast Thirty two ladders, unless She is rebuilt, to do which I judge will never be expedient, while smaller Cannon continue in Demand as at present –

I can give little or no Encouragement as to Guns for the Frigates in the States of Massachusetts and New Hampshire, as all the Guns that have been cast here, of the Sizes mentioned in yrs, are already disposed of and all that are to be made for some time to come, are pre-engaged.

The Produce of the Furnace has been hitherto disposed of by Vote of the Governor & Council of Safety for this State, and all Applications for Cannon &c must be to Him, for an Order for the delivery of Them here –

As Our Metal is esteem'd superior to any in America, I immagin Twenty four ladders might be cast at this Furnace another Blast, if the Hearth was laid larger than it now is – as we can at present run Iron enough for Eighteen ladders in a heavier Mold than is necessary, (as I think,) for Metal of such extraordinary Tufness as Our Salisbury Ore affords. I propose casting a Gun for a trial, in a Mold constructed according to Mullers Directions, which will be lighter, by about 1/5 – if it bears the proof, it will encourage us to think that Twenty four ladders may be cast here. For proof we charge with 2/3 the Weight of the Shot, in powder, and 2 Balls. I am Sir [&c.]

Joshua Porter

1. Robert Treat Paine Papers, MassHS.





Commodore Hopkins.  
Commandeur en Chef der Amer. Flotte.

NATHANIEL SHAW, Jr.'s ACCOUNT AGAINST PRIZE SHIP *Clarendon* <sup>1</sup>

1776	<i>Cabots Prize Ship Clarendon</i>	Dr
Novr 12	To pd Wm Dogett's Bill for Fresh Meet at Marthes Vinyard	1..10..0
	To pd Peter Richards order in favour of ditto for Piloting the Ship into N L	21.. 0..0
	To 1 bus potatoes 2/ 6½ lb Coffee 8, 8, 20 bunches onions	19.. 0
	By 3 Qr Casks deld the <i>Cromwell</i>	
	To pd Peter Richard's Bill	8.. 2..0
	To pd Guy Brook's Bill	3..17..6
	By 1 hhd Rum 121 Gall to Daniel	
	To expence Moving the Rum in time of alarm	4.. 0..0
	To pd Daniel Crawford the Mate on Accot his Wages 12 Dollars	
	To ½ Ct Bread	0..12..0
	To pd Jacob Finks Bill for Beef	4.. 1.11
	By 1 Stove de Ship <i>Trumbull</i> belongs to Hinman	
	By Water Cask de Deshon	
	To 2 pad Locks	0.. 5..6
	To pd Jonas Hambletons expences	3.. 4..1
	To pd Peter Hunter a Gen Passinger	104.. 0..0
	To pd John Ways Bill Coopering	11..10..0
	To 20 lb Cooper Nails 30/	1..10 -
	To 15 hhd for Startin the Sugar 6/	4..10 -
	To Weighing 298 hhds Sugar /6	7.. 9..0
	To Storage of 159 hhd Sugar 1/10	17..19..0
	To truckage of 66 hhd of the above to John Deshons Store	1..13 -
	To 44 Days Warfage of Ship 3/	6..12..0
	To pd Capt Jas Lamphere taking charge of the Ship 40 Days @ 6/	12.. 0..0
	To pd Wm Brookes Butcher Bill	4.. 8..7
	To paid Sundry hands Unlading the Ship	29..14 -
	To 15 Gal Rum @ 10/	7..10..0
	To Storage of 67 hhd Rum 1/0	3.. 7..0
	To Gauging ditto @ /6	1..13..6
	To Coopering of ditto	1..10..0
		148..18..1

[Page 2]

The Ship <i>Clarendon</i>	Dr
To Sum brot over	148..18..1
To pd Guy Brooks as p Capt Hinmans order	1..16 --
	<hr/>
	150..14..1

1. Shaw Papers, 1775–1782, Ledger 9, YUL.

GEORGE WASHINGTON TO MAJOR GENERAL WILLIAM HEATH <sup>1</sup>[Extract]  
Sir:Head Quarters, at Peeks Kill,  
November 12, 1776.

The uncertainty with respect to the designs of the Enemy renders any disposition of our Army at this time a little unsettled; but for the present, your division, with such Troops as are now at Forts Constitution, Montgomery and Independence are to be under your Command and remain in this Quarter for the security of the above Posts and the Passes through the Highlands from this place, and the one on the West side of Hudson's River. Colo. [Thomas] Tash's Regiment is meant to be Included in this Command.

Unnecessary it is for me to say any thing to evince the Importance of securing the Land and Water Communication through these Passes or to prove the Indispensable necessity of using every exertion in your power to have such Works erected for the defence of them as your own Judgment, assisted by that of your Brigadiers and the Engineer may shew the expediency of.

1. Fitzpatrick, ed., *Writings of Washington*, VI, 275–78.MAJOR GENERAL NATHANAEAL GREENE TO JOHN HANCOCK <sup>1</sup>

Sir

Fort Lee Novem 12th 1776

Your favor of the 4th & 5th of this instant came duly to hand – you may depend upon my transmitting to Congress every piece of intelligence that comes to hand that is worthy their notice

By one Justice Mercereau a Gentleman that fled from Statten Island I am inform'd that there are 10,000 Troops embark'd for South Carolina to be Commanded by Lord Dunmore – this intelligence he obtained by a Gentleman Yesterday from the City of New York a man of Credit & Truth – Mercereau is a very good friend to the cause and a sensible man, and he says from several ways this Account is confirm'd – Perhaps the numbers are not so great as reported –<sup>2</sup> Mercereau further informs that a large fleet are at the watering place on Long, or Statten Island, all ready to sail for England – it is reported the fleet consists of 100 Sail – By Several Accounts from different People from the City it appears our Prisoners are in a very suffering situation – Humanity requires that something should be done for them – they have only half allowance of bread & Water but this I suppose is exaggerated.

The Enemy at Dobbs ferry where they have lain for several days past decamped this morning at Nine oClock and took the Road towards Kings Bridge –



They made an appearance at the ferry as if they intended to cross the River I believe they are disappointed in their expectations and at a loss what measures to pursue

We have had several Skirmishes with the Hessians on York Island within a few days, kild and wounded between thirty and forty privates and one Officer – Day before yesterday our People had an Interview with the Hessians – they acknowledged they were greatly impos'd upon by their Prince, and Promis'd to desert that night but none came over –

A considerable part of the Troops on the other side are coming over into the Jerseys and his Excellency General Washington with them – I expect General Howe will attempt to possess himself of Mount Washington – but very much doubt whether he'll succeed in the Attempt – Our Troops are much fatigued with the Amazing duty – but are generally in good Spirits. The Hessians say they are on half Allowance. The light Horse are said to be perishing for want of Proven-der. I have the Honour to be [&c.]

Nathanael Greene

1. Papers CC (Letters from Maj. Gen. Nathanael Greene), 155, I, 19–22, NA.
2. The intelligence about Dunmore had no basis in fact.

JOURNAL OF H. M. S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

November 1776.

Sandy Hook Lighthouse West Distance 3 Miles

Tuesday 12th

Fresh Gales and Cloudy. (AM) the *Roby* Brigg one of our Prizes having drove on Shore by stress of Weather up Amboy River; manned and Armed all our Boats to send to her assistance and retake her from the Rebels. At Noon it blowing very hard were obliged to detain the Boats.

Do Wear At 1 (PM) Sent our Boats manned and Armed to retake the Prize, but finding them too strongly possessed, and great Numbers of People on the Shore, made the Signl with several Guns for the Boats to return. At 3 the Boats ret'd at 4 slip't our Small Bowr Cable and came to Sail; lost overbd by accident in Sounding a hand lead and Line. Bro't too opposite the Prize; fir'd many Shot at the Rebels: – sent all our Boats manned and Armed to destroy the Prize. At 6 our Boats boarded her and set her on Fire, at the same time some Guns and several Vollics of Small Arms were fired from the Shore; at 8 the Boats returned having lost by accident 7 Pistols. Returned and Anchored in Sandy Hook Bay.

1. PRO, Admiralty 51/688.

JOHN HANCOCK TO GOVERNOR PATRICK HENRY <sup>1</sup>

Sir

Philada Novr 12th 1776

The Secret Committee of Congress having chartered and loaded in the State of Virginia, the *Aurora*,<sup>2</sup> on Account of the Continent, and the Voyage on which she is bound being a most important one, I have it in Charge from Congress to

request, you will give all the Assistance in your Power to expedite her Sailing, by issuing such Orders as you shall judge proper, for manning and dispatching her with the greatest Expedition. I have the Honour to be with the utmost Esteem, Sir, [&c.]

J H Presidt

1. Papers CC (Letter Books of the President of Congress), 12A, II, 65, NA.
2. Formerly the British transport *Oxford*, taken by the Continental brig *Andrew Doria*. See Volume 5.

BILL OF VAN BEBBER & USHER FOR FREIGHT OF GUNPOWDER FOR THE  
PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

[Baltimore] 1776, 12 Novem. –

The Honorable Council of Safety, to Vanbibber & Usher, Dr.  
For the Schooner *Success*, Josiah Hill, from St. Martins. For freight of Sundry Gunpowder, ship'd by Messrs. Milner, Burch and Haynes:

A, 75 half Barrels;  
K, 120 Ditto;  
E, 20 whole Barrels;  
183 half Barrels;  
48 Quarter ditto;

is 23,000 lb weight, at 10 pr. cent. makes 2,300 lb a 7/, £805.

Please to pay Mr. John Mease, or his order, the freight of the above quantity of Gunpowder, which came in the *Success*, Josiah Hill, Master, from St. Martins & now lying in Isaac Vanbibber's Warehouse, at the point, Baltimore, ready to be delivered to your order.

Vanbibber & Usher.

1. *Pennsylvania Archives*, 2nd series, I, 492.

MARYLAND COUNCIL OF SAFETY TO SAMUEL PURVIANCE, JR.<sup>1</sup>

No. 1.

Sir, Upon enquiry of Mr Stephen Steward about water-casks for the use of the armed vessels belonging to this State – we are informed by him that he had purchased thirty two hundred Weight of Iron-Hoops for that purpose, which Hoops you had intercepted, and now detain from him – and he is thereby prevented from forwarding that necessary Piece of business. – This Proceedure of yours appears to us to be very extraordinary and a little out of the Common road. – We are therefore only to request, that you deliver the Hoops immediately to Mr Steward or his order, that the vessels, which he is fitting out, may not any Longer be detained. –

[Annapolis] Novr 12th 1776.

1. Council of Safety Letter Book, No. 2, Md. Arch.

“MANIFEST OF GOODS SHIP'D ON BOARD THE BRIGANTINE *Adventure* SETH  
PADDOCK MASTER, BOUND FOR NANTS IN FRANCE. VIZT –”<sup>1</sup>

No 1 a 136 Inclusive, is 136 Hogsheads Tobacco And five Tuns pig Iron  
[Annapolis] Novr 12th 1776 Came Seth Paddock before me & made oath



That the above is a true Manifest of his cargo, and that he will use his best endeavours to prevent such cargo and every Part thereof from being landed in any Part of the Dominions of the King of Great Britain, or otherwise going into the Hands of the Enemies of America. —

J Hall V. P.

1. Charles Roberts Autograph Collection, 722, Box 4, HCL.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY<sup>1</sup>

[Williamsburg] Thursday [Tuesday] November 12th 1776

A Permit granted to the Snow *Alexander*, Bartholemew Tentart Master lately arrived with Specie in James River from New Orleans to proceed on her return there or any other Port allowed of by Congress with her Cargo consisting of eighteen hundred and ninety one Barrells of Flour and nine of Pork as per Manifest produced.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 235, 236.

VIRGINIA NAVY BOARD TO JAMES MAXWELL<sup>1</sup>

Sir,

We have been inform'd that you are desirous of getting an appointment in the Navy we wished to employ some proper Person to superintend the several Vessels we are now building as well as some Cargo Gallies and Frigates which we expect shortly to have in the Stocks. You have been recommended to us as being well qualified for the appointment and shou'd you choose to accept of it, we desire you will immediately attend the Board and doubt not we may without difficulty agree on the terms

(Signd) Thomas Whiting 1st Comr

Williamsburg }  
12th Nov. 1776 }

1. Navy Board Letter Book, VSL.

JOURNAL OF H. M. S. *Maidstone*, CAPTAIN ALAN GARDNER<sup>1</sup>

Novemr [1776]

Heneago Et E to NE

Tuesday. 12

AM ½ past 5 Made Sail and gave Chace to a sloop in the NE. 7 Fired 3 Guns and Brot to a french sloop from Cape Francois to St Peters found an English Man on Board whom we took out. Noon Made Sail. TKd Ship.

Squally with Rain. pm 4 Wore Ship and made Sail, After the French Sloop having received Information of her being bound to Carolina. Fired 3 Guns and brot he[r] to. Sent an Officer and 5 Men to take Charge of her.<sup>2</sup>

1. PRO, Admiralty 51/572.

2. Sloop *Pacificate* with a cargo of dry goods, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

13 Nov.

CHARLES TERROT TO JOHN FROTT <sup>1</sup>

[Extract]

St Johns November 13th 1776

. . . Inclosed I send you a rough sketch of the Action on Lake Champlain. The Artillery never gained more Honour. The Gun Boats and the *Carleton* only were engaged the first Day. The other Ships could not get up on Account of the Wind. There best Schooner soon run aground the G. Boats obliged the Men to leave her and killed several as they run along the Shore. The Engagement began about eleven O clock and continued till Dark. The Rebels Ships were moored. we lost but eight Artillery Men about 22 of the 29 Regt & Sailors. The Fire from the Rebels was so great that the *Carleton* could not keep her post the G. Boats being low in the Water made the Shot go over their heads. At Night the Rebels came under the Land and escaped Nobody could tell how the next Morning they were pursued and a Running Fight kept up some of them escaped some taken some burnt. An Account of which I send you.

		Nature	Pounders					No of Guns
			18	12	9	6	4	
Schooners	<i>Royal Savage</i>	blown up	I don't know					
	<i>Revenge</i>	escaped				8	4	12
Row Gallys	<i>Trumble</i>	escaped	1	1	2	6		10
	<i>Washington</i>	taken	1	1	2	6	2	12
	<i>Congress</i>	burnt	2		2	6	2	12
Sloops	<i>Enterprize</i>	escaped				10		10
	<i>Lee Cutter</i>	taken		1	1	4		6
Gondolas	<i>Philadelphia</i>	} burnt or sunk taken						
	<i>New York</i>							
	<i>Jersey</i>							
	<i>Connecticut</i>	} burnt or sunk						
	<i>Providence</i>							
	<i>New haven</i>							
	<i>Spitfire</i>							
	<i>Boston</i>							

Genl Waterbury & 120 Prisoners all sent back Arnold escaped he was going from one Ship to another during the Action Gl Carleton was on board the *Maria*. The Artillery were on board the Gunboats & Radeau which I mentioned in my last. I was appointed to the Brigade of Artillery with the Grenadiers & Lt Infantry the only Part who were not engaged next Summer it will be our Turn I suppose we shall be the first at Ticonderago. This will be my last as tis the last Ship that goes this Year. . . .

1. FTML.

HOPKINTON COMMITTEE OF SAFETY TO THE MASSACHUSETTS GENERAL  
COURT <sup>1</sup>

To the Honbl Counsell & House of Representatives Now Assembled  
I Would Inform your Honners in behalf of the Committy of Safety in Hopkinton  
that we Have Eleven Prizners of War, and they are Desires to be Exchangd  
Viz. 7 of them are Officers Belonging to the Navey of Great Britten and We think  
they are but as Dead Wait on this State

Hopkinton Novmbr 13: 1776

P John Jones Comtt

1. Mass. Arch., vol. 8, 233.

PETITION OF JOHN COLLINS, MASTER OF THE PRIZE SCHOONER *Patty* <sup>1</sup>

To the Honorable the Council of the State of the Massachusetts Bay, —

The Petition of John Collins

Humbly Sheweth

That your Petitioner is a Native of Chatham on Cape Cod in this State.

That your Petitioner was late Master of the Schooner *Patty*, and that on  
the 24th July last being then on his Passage from Jamaica bound to Salem in this  
State, he was taken and carried into Boston.

That your Petitioner has a considerable Interest in Liverpool in Nova Scotia,  
he having sailed out of that Place for some time previous to the Laws and Regu-  
lations of these States which prohibit any intercourse with that Province; and  
that it is therefore necessary that he should be there on the spot to collect his  
Interest together and Settle his affairs; which having done, it is his full deter-  
mination to quit that Province entirely and return to this State he having a  
small Paternal estate in Cape Cod, and also considerable Effects in this Town,  
that it is his intention to return hither the ensuing Winter, but if the extremity  
of the Season should render that impracticable, he determines to be here early in  
the Spring.

Your Petitioner therefore Humbly Prays, that the Honorable Board would  
be pleased to grant him leave to go to Liverpool in Nova Scotia for the purposes  
beforementioned, in the best manner he can

And your Petitioner as in duty bound shall ever Pray

John Collins

Salem November 13th, 1776

[Endorsed] In Council [Boston] Novr. 14th. 1776 —

Whereas, John Collins, having by his Petition to this Board prayed Liberty  
to return to Nova Scotia, to settle his Affairs & to return, with his Effects to this  
State, as soon as may be —

Ordered that the said Collins, be & and he hereby is permitted, to Depart  
his State, in the best Manner he Can for Nova Scotia & to return with his Effects  
as soon as may be —

John Avery Dpy Secy

1. Mass. Arch., vol 166, 28–29.

SHIPPING ARTICLES FOR THE MASSACHUSETTS PRIVATEER SLOOP *Rover*<sup>1</sup>

[Salem, November 13, 1776]

Articles agreed upon between Capt Abijah Boden Commander of the Privateer Sloop of war called the *Rover* on the One part, and the Said Sloops Company on the Other part Witnesseth —

1st That the said Capt Abijah Boden for himself and In behalf of the Owners of Said Sloop *Rover*, shall put on Board her great guns, Swivels, Powder Shot and all other Warlike Stores and Provisions sufficient for the Said Sloops Company for a three months Cruize commencing at the Time of her Sailing from Salem.

2d That one half of all prizes taken by the Said Sloop *Rover* be for the sd Owners, and the other half be the Sole property of the Said Sloops Company after first deducting out of the whole Stock all Necessary charges Immediately arising on the Prizes.

3d That for preserving good Order on Board the Said Sloop no Man is [to] Quit or go out of her either On Board any other Vessel or on Shore without Leave obtained from the Commanding officer On Board

4th That it shall be Entirely in the Cpts Power to cruiz where he shall Judge will be most Beneficial for Interest and advantage of the Owners, and Sloops Company

5th That any person who shall be found guilty of being a Ringleader of mutiny or of causing a Disturbance on Board, or who shall refuse to obey the commands of the Capt and officers or who shall behave with Cowerdice shall forfeit one half of his Prize money to be divided amongst the Sloops Company

6th That if any person shall Steal or convert to his use any part of the Prize or Prizes that may be taken by the said Sloop or be found pilfiring any money or goods and be Convicted thereof shall forfeit his share to the Owners and Company

[7th] That half of the neat proceeds of all Prizes taken by the said Sloop *Rover* which Is appropriated to the Sloops company be divided amongst Them In the following Manner —

Viz The Captain	Eight Shares
The first Leiutenant	Five Do Shares
The second Leiutenant	Four Do
The Master	Four Do "
The Mate	
The Surgeon	
The Gunner	James Guletoper
The Boatswain	Richd Nagle
The Steward	Saml Perley
The Carpenter	Cristopher Johnson
The Gunners Mate	Miles Gerrard

8th That on the Death of the Capt the Command to devolve to the Next officer and So In Rotation and for the Incouragement of Seamen on the Loss of officers they are to be replaced out of the Ships Company according to their behaviour, as the Capt shall appoint

9th That whoever shall desert the said Sloop *Rover* within The time hereafter mentioned shall forfeit his prize money to the Owners and Sloops Company –

10th If any person shall be disabled on Board said Sloop in any Engagement by Loosing a Limb or otherwise he shall receive Twenty pounds Lawfull money out of the whole Prize or Prizes if any should be taken before or at the time of his being so disabled and any officer in Like Circumstances Shall receive such a sum as has been Customary according To his Station

11th All and every one On Board doth covenant and agree to Serve On Board the Said Sloop *Rover* the Term of Three Months Begining at the time of the Said Sloops departure from Salem

12th If there Should be so many prizes taken as to make it Nesessary for the said Sloop to come in before the Said Term of Three months is compleated the Cruize is then to [be] considered as out and at an End —

In Witness whereof we have here unto set our hands this                      Day of November  
One Thousand Seven hundred and Seventy Six —

John Collins

his

John X Collins Seaman

mark

his

Wm X Nason seaman

mark

his

Saml X Persons Cook

mark

Charles Goodwin Seaman

Joseph Orne Seaman

John King

John Foot

John Fowler Junr

Peter Marsten Cooper

John Pedrick Seaman

Joseph King

James Taylor

Thomas Dissmore First Prize

Master

Joseph peack Dissmore

Robert Wooldredge

Thomas Wooldredge

Jeremiah Procter

Boys

Benjamin Persons

his

Ebenezer X Meddick

mark

Amos Dennis

Christopher Storiman

his

Saml X Ross

mark

Nicholas Gerdler Prize Master

Benj Thomson

John Orne

his

Amos Grandy X

mark

William Broden

John Peterson

Willim Davis

1. MarbHS, Privateers, Powers of Attorney.

2. Shares are not listed in the document after this point.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Wednesday November 13th. 1776

In the House of Representatives. Resolved that there be paid out of the public Treasury of this State into the hands of the Committee appointed to fix out Ves-



sels for the Importation of Warlike stores, the sum of One thousand pounds for the above purposes the said Committee being Accountable to this Court for the Expenditure of the Same.

In Council. Read, & Concurred.

Consented to by 15 of the Council. –

1. Mass. Arch., vol. 36, 147, 150.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD, BOSTON <sup>1</sup>

Sir

Newport November 13 – 1776 –

I am directed by the Marine Committee to prosecute an Expedition in which the *Cabot* is to be joined – these are therefore to desire you to assist Captn Hinman with a Sufficient Quantity of Provisions, and Money Sufficient to enable him to get his Vessel fit to come round here with all the Expedition possible as the Season requires dispatch – I am with great Esteem Sir [&c.]

E. H –

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO CAPTAIN ELISHA HINMAN <sup>1</sup>

Sir

Newport November 13th. 1776

You are to make all the dispatch you can to Boston and get the *Cabot* fitted for Sailing as soon as possible, and get such Provisions onboard as will Last three or four Months if to be had, and join me here as soon as possible –

If I should be Saild before you get here Shall leave directions here for you to follow, and where to join the Fleet – I am [&c.]

E H Co in Chief

To Elisha Hinman Esqr Commr of the *Cabot*

1. Hopkins Letter Book, RIHS.

JOURNAL OF H. M. SLOOP *Senegal*, CAPTAIN ROGER CURTIS <sup>1</sup>

Novemr 76

At single Anchor in Huntingdon Bay

Tuesday 12th

AM more Moderate got up the Yds & Top Gt Masts & hove to 1/3d of a Cable Made Signal for the *Speedwell* to weigh fir'd 2 Swivs

Moderate & Haze – at 2 PM Weigh'd & came to Sail the *Speedwell* in Compy Employ'd workg out of the Bay, the *Carysfort* in the Bay at 6 spoke her – & sent the *Speedwell*, to the Main to take off the Friends to Governmt at 8 stood in for the Main at 11 Anchor'd with the Bt Br in 7½ fam Veer'd to ½ a Cable Norwalk Long Isld ENE 2 Ms

Wednesday 13th

at 5 Weigh'd & stood to the Etwd the *Speedwell* brot off 20 Men at 8 AM Strong Gales wore & stood to the Wtwd at 10 Anchd with the Bt Br in 5 fam Veer'd to ½ a Cable in Bull bay at ½ pt out all Boats Man'd & Arm'd them & brot off 4 Oxen from Long Neck at Noon saw near 200 Men

on the Pt arm'd & a Sloop Privateer with the Provincial Colours hoisted from Norwalk.

Do Wr at  $\frac{1}{2}$  past 1 Weighd up Top Gallt Yds & stood for the Privateer who TKd & run in the harbor, TKd and stood for the Neck & as we approach'd the Shore the Troops withdrew at 3 Wore & stood for the Etwd saw a Sloop standing for Fairfield gave Chase at  $\frac{1}{2}$  past she haul'd in for Mill Creek and run agrd at 4 Anchd by her in 4 faths sent the Boats Man'd & arm'd and burnt her fired 2 Shot at some Rebels firing from behind some Rocks at the boats at  $\frac{1}{2}$  past 5 Weigh'd & run off at 7 Anch'd in the Sound in  $7\frac{1}{2}$  fam with the Bt Br

1. PRO, Admiralty 51/885.

#### DIARY OF FREDERICK MACKENZIE<sup>1</sup>

[Long Island] 13th Novr General Clinton came to New York today from the Army. He is to have the command of the troops going on the Expedition, and Sir Peter Parker is to Command the Fleet. Tis now generally supposed we are going to the Delaware.

1. *Mackenzie's Diary*, I, 104.

JAMES SEARLE TO THOMAS WHARTON, JR., CHAIRMAN OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

Long Branch New Jersey

Wednesday morning [November 13, 1776]

Dear Sir

12 oClock

About 10 oClock this morning appear'd round the Point of Sandy Hook a number of Vessells outward bound, they are still coming out in great numbers, as I unfortunately have no Glass, I cannot as yet distinguish their motions, I shall detain the Express however one hour longer, that I may endeavour to form some Judgement of their number & Course.

One oClock – I do not think it prudent to detain the bearer any longer, the Ships come out but slowly, at present about 100 Sail appear round the Hook & appear to be standing to the Southward. Wind at N West I observe one or two that appear to be very large. Do me the favour to send word to Mrs Searle that I set out for Phila this afternoon & shall be there on Friday at Noon. I Am Dr Sir [&c.]

James Searl<sup>2</sup>

1. Miscellaneous Papers, 1st series, vol. 1, Sept. 20–Nov. 20, NCDAH. A copy.

2. Wharton passed Searle's letter to John Hancock who sent copies on November 14, to General Washington and to the Assemblies or Conventions in Delaware, Maryland, Virginia, North Carolina and South Carolina so that, "you may make every Preparation in your Power to defend yourselves in Case of an Attack." Papers CC (Letter Books of the President of Congress), 12A, NA.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Wednesday, November 13, 1776

The Marine Committee having recommended Colonel John Nixon, and John Wharton, as fit persons to execute the business of the navy, under the direction of the Marine Committee,

*Resolved*, That they be accepted.

The Committee of Treasury reported, that there is due,

To Benjamin Eyre, ship wright, for his pay and rations, employed in constructing row galleys at New York, horse hire, and travelling expences to Albany, to engage boards, &c. for the army, 427 77/90 dollars:

*Ordered*, That the said accounts be paid.

The Secret Committee, to whom the letter from Captain Smith was referred, brought in a report, which was taken into consideration: Whereupon,

*Resolved*, That the Secret Committee be directed to write letters to Governor Cooke, to the continental agent in Rhode Island, and such other persons as they shall think proper, to make strict enquiry into the conduct of Captain Timothy Pierce, respecting the capture or seizure of the ship *Hancock & Adams*, employed in the continental service, and cause him to be prosecuted for the penalty of the bond given, when he received his commission, if it shall appear, on the enquiry, that in justice to the Continent, such prosecution should be commenced; and the said committee are authorized to do what may be necessary for supporting the prosecution.

1. Ford, ed., *JCC*, VI, 946–47, 949–50.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO THE PENNSYLVANIA  
COUNCIL OF SAFETY <sup>1</sup>

Gentn

Philada Novr 13th 1776

As this Committee is charged with the management of the Commerce carried on for the Continental Service, We think it our duty to represent to your Board the Necessity there is for an Armed Vessell of some kind to be stationed at Cape May for the protection of the Trade to & from this Port, at present there is none of the Continental armed Vessells fit or ready for this Service, being all employed on other important pursuits, besides it has been judged the proper object of every State on this Continent to protect their own Ports to the utmost of their Power – We understand You have a large Galley intended to Cruize in the Bay.<sup>2</sup> If this Vessell is ordered down to Cape May immediately she may render Important Service to the private Trade of this port as well as to the Continental interest, and if any thing in the power of this or the Marine Committee is wanted to compleat your Galley depend on a ready Concurrence with Your desires. We have the honor to be Gentn [&c.]

Rob<sup>t</sup> Morris  
Phil. Livingston  
Richard Henry Lee  
Fra<sup>s</sup> Lewis

P S Mr [Robert] Bridges informs us his Brige *Cornelia & Molly* is detained for want of a Pilot the Continent are interested & We wish for her dispatch.

1. Simon Gratz Autograph Collection, Case 1, Box 20, HSP.

2. *The Convention*.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

In Council of Safety

[Philadelphia] Nov'r 13th, 1776.

*Resolved*, That Commodore Seymour be directed to Issue orders immediately for every officer of the Fleet to repair on board their Respective Vessells, to have them manned and fitted in the best manner possible, and to order the whole Fleet to Rendezvous opposite Messrs. Willing & Morris's Wharf, at 11 o'Clock to-morrow morning, in order to their being Reviewed.

3 o'Clock. [P.M.]

*Resolved*, That Capt. Blewer & Mr. Sam'l C. Morris be requested to fit out the Armed Boat *Convention*, Capt. [John] Rice, with all Possible Expedition, and that they be desired to apply to the Marine Committee for such Stores belonging to Congress as may be wanted for that purpose.

Agreeable to a resolve of Congress, the following Commissions were granted for Letters of Mark, vizt:

To Thomas Bell, Commander of the Ship *Speedwell*, of the Burthen of       Tons, navigated by 25 men, Ten Carriage Guns, owned by John Maxwell Nesbitt & Co.

To Robert Collings, Commander of the Sloop *Friendship*, about 30 Tons Burthen, navigated by Twenty men, 6 Carriage Guns, owned by John Wilcocks & Co.

1. *Pennsylvania Colonial Records*, XI, 1, 2-3.

"A LIST OF SUCH ARTICLES ABSOLUTELY NECESSARY TO EXPEDITE THE SINKING CHEVAUX DE FRIZE AT BILLINGSPOET, 1776." <sup>1</sup>

For the present gang of hands Employ'd one Anchor of 11 to 1300 weight, & 2 buoy Ropes about 6 Inches, & 20 fathom long.

For a second sett of hands.

2 Anchors from 11 to 13 or 1400 weight each.

2 Cables about 11 Inches each.

4 Buoy Ropes about 6 inches & 20 fathom long.

2 Kedge Anchors 150 to 300 wt., & 2 Towlines of 3 Inches, and 1 Towline of 7½ Inches, to Heave off by, each 100 to 120 fathom long.

2 Large long Boats, with Windlass's & David's, and a Sheave forward in each.

1 Six or Eight Oar'd Barge.

Sundry Coils of Rigging, of 2½ to 3 Inches, and 30 or 40 Good Water Cask, & Two Shallops, unless the Council of Safety think it proper to Employ those now bringing Stone. The men belonging to the Gally's now Engaged in this Service, for want of warm Cloathing, are not Capable of doing half Duty, & if the Weather Changes a little more severe than at present, will be good for nothing.

Saml. Morris, Jun.

Nov. 13th, 1776.

1. *Pennsylvania Archives*, 1st series, V, 66.

JOURNAL OF H. M. S. *Orpheus*, CAPTAIN CHARLES HUDSON <sup>1</sup>

November 1776 Do [Cape Henlopen] No 26 Wt 53 Leagues  
 Wednesday 13th First and middle parts fresh gales & Clear Wr latter mode  
 and fair. PM out Reefs<sup>o</sup> Courses & Sway'd up the Yards set  
 the Top Sails and got up the Top Gallt Masts. Saw 9 Sail to  
 Windward. . . . at 6 saw a Sail to the Westward at 7 brot  
 her too a Sloop<sup>2</sup> from St Eustatia for Philadelphia. Exer-  
 cis'd small Arms. Sail Makers Empd repairing the Mainsail.  
*Daphne* and Two Sloops in Company.

1. PRO, Admiralty 51/650.

2. *Fanny*, Daniel McKay, master, William Bell, owner, with a cargo of osnabrigs, linen, rum, molasses, etc., Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Wednesday 13th Novr 1776.—

Ordered that a Warrant Issue to Lieutenant Samuel Arell for One hundred and seventy six pounds ten shillings for Disbursements & Pay of his Company of Marines for the Months of August, September & October last as p Acct this day settled.—

Ordered that a Warrant Issue to Isaac Lane for Two thousand and seventy six pounds eight shillings and four pence for Cannon Ball and Langrage furnished for the use of the Navy.—

Ordered that a Warrant Issue to Doctr John Reynolds for Thirty five pounds seven shillings for his Wages on Board the *Protector* Galley to the twelfth Instant as p Account.—

Ordered that a Warrant Issue to Lieut Robert Bolling for Nine pounds for the Pay of the Seamen on Board the Schooner *Peace & Plenty* as p Acct —

Ordered that a Warrant Issue to Thomas Pinkard for One pound seventeen shillings for his Services on Board the Sloop *Defiance* as p Acct this day settled. —

1. Navy Board Journal, 105-07, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN CHRISTOPHER CALVERT <sup>1</sup>

Sir

Williamsburg Novr 13. 1776

Yours p Mr Webb we have receiv'd and agreeable to your request given him a Warrant on the Treasury for £ 300. the present allowance of Provisions to your Carpenters is undoubtedly sufficient and their want of fire places you must supply on the cheapest Terms or in the best manner you can. By order of the Navy Board [&c.]

Thomas Whiting 1st Comr

To Capt Chpr Calvert }  
 So. Quay }

1. Navy Board Letter Book, VSL.



14 Nov.

OFFICERS OF THE CONTINENTAL SLOOP *Providence* TO  
CAPTAIN HOYSTEED HACKER <sup>1</sup>

To Hoysteed Hacker Esqr Commander of Sloop *Providence* –

We the Subscribers take this Method to Acquaint You of the present Situation of our Vessel & Crew. Since the Afternoon of our Chacing the Brig which we made Prize of, We have Leak'd in such a manner as to oblige Us to keep one Pump constantly going, owing to our being Obligated to carry Sail hard, & the Wind blowing very fresh, which straind her very much – The last Night being obliged to lay too by Reason We could not carry Sail as She kept both Pumps constantly going; Should we meet with a severe Gale of Wind it is our Opinions both pumps would not keep her free unless We scudded. – We have a quarter part of our hands Sick and the Prizes we have taken will still reduce our Number, as they are of great Value – Shoud You think proper to continue us farther to the Northward we are ready & willing to do every thing in our Power for the good of the Expedition, but we are of Opinion it will too much Endanger the Vessel –

On board Sloop <i>Providence</i>	Adam W Thaxtor	2nd Lieutenant
Lat: 45 . . Long 58.45	William Earl	Mastor
November 14th 1776	Joseph Allen	Acting Lieutenant
	William Weaver	Cheif Mate
	Jeremiah Ingraham	2nd Mate
	William Allin	Midshipman
	William Wardwell	Do
	Stephen Rust	Do
	Daniel Lorrance	Do

NB. The first Lieut being on Board the Prize Ship <sup>2</sup>

1. Papers of John Paul Jones, 6504, LC.

2. First Lieutenant Philip Brown was on board the *Mellish*.

LIEUTENANT ROBERT SANDERS' RETURN OF PROVISIONS ON BOARD THE  
CONTINENTAL SHIP *Alfred* <sup>1</sup>

Account of Provisions On board the Ship *Alfred*

Novr 14	10 Teirsces Ship Bread	10
	40 barrells Do	55
	7 Teircs Beef	7
	24 Barrels Do	20
	6 Teircs of Pork	6
	18 Barrels Do	22
	1 Hhd & 4 bbls Pease	1 Hd 1 Teirce & 4 Barrels
	4½ Firkins Buter	
	3½ Boxes Candles	219
	9 bbls Flour	10
	100 Galls Molases	118
	200 lb Brown Sugar	441
	200 lb Coffee	200

300 lb Cheese	179
120 Galls West India Rum	130
232 Do Continental Do	453
$\frac{2}{3}$ ds of Barel Oatmeal	$\frac{2}{3}$
3 bbls Vinager	4

Errors Excepted Pr Robt Sanders <sup>2</sup>

[Endorsed] Accot of Provisions with *Alfred* when she sailed from Rhode Island  
1st Novr 1776

1. Papers of John Paul Jones, 6499, LC.
2. Right hand column gives quantities on board when ship sailed, and the left column quantities remaining as of November 14. Some provisions were taken out of the *Alfred's* prizes.

SIR GEORGE COLLIER TO CAPTAIN GEORGE DAWSON, H. M. SLOOP *Hope* <sup>1</sup>

As there is the greatest Reason to imagine that a Body of His Majesty's Rebel Subjects have taken Arms with a Design to invest Fort Cumberland and ravage the adjacent Country, you are hereby required and Directed to proceed immediately to Sea with His Majesty's Sloop under your Command in search of His Majesty's Sloops *Albany* and *Diligent*; (a Copy of whose Orders you will receive herewith) <sup>2</sup> to whom you will give Directions to proceed immediately to Fort Cumberland and destroy if possible the Rebel Armament now employed against that Place.

You are to direct Lieutenant [Michael] Hyndman; (the Commander of the *Albany*) that if He finds the Fort actually invested, He is to endeavor throwing as large a Body of Seamen and Officers into it as He can spare from the two Sloops, and to use every Endeavor in His Power to distress and harrass the Enemy, and assist the Kings Troops in those Parts.

He is to be attentive to the Bason of Minas, and Windsor, and if He finds He can spare the *Diligent*, He is to Dispatch Her for the purpose of keeping that Channel clear of the Pirate Boats which have lately infested it.

You are to acquaint Lieutenant Hyndman, that He will probably meet with the *Vulture* Sloop in the Bay of Fundy, to whose Captain He will communicate these Directions, and apply to Him for further Orders.

And as the earliest Communication of the State things are in is of the utmost Consequence, it is my desire that Expresses are sent to the Governor or myself, as often as opportunity serves, and any thing of Moment Occurs.

After sending away the *Albany* and *Diligent*, if you find His Majesty's Service does not require your further Stay in the Bay of Fundy, you are to proceed and put your former Cruizing Orders in Execution.

Given on board His Majesty's Ship *Rainbow* in  
the Harbour of Halifax the 14th of November 1776.

(A Copy)

Geo: Collier

[Endorsed] *Hope* (No 3) In Sir George Collier's of 21st Novr 1776.

1. PRO, Colonial Office, 217/52, 340-41, DAC Photocopy.
2. See Collier to Lieutenant Michael Hyndman, November 6.

JOHN LANGDON TO COMMODORE ESEK HOPKINS <sup>1</sup>

Sir

Portsmouth 14 Novr 1776 –

Your fav[or] of the 24th Ult[o] is now before me by which I see that the former Capt of the Prize Ship *Royal Exch[an]ge* was concerned in the mutiny am verry glad you communicated this to me thus early as I shall make it a point not to give him his Adventure unless the matter is entirely cleared up <sup>2</sup> I am much obliged for the Honor done me in the Agency for the Officers & people of the American fleet, shall take especial Care that Justice is done them, in all matters that may come within my Department I've directed Mr Gardner my Deputy to write to Cap. [Abraham] Whipple for a list of his Officers & Seaman that are entituled to a part of this Prize, agreeable to the Resolves of Congress – which youll please order Transmitted me immediately that I may make out the proportion as we are now selling off the Cargo & Ship & intend making out the accot immediately that the Captors may not lay out of their Prize money – If a Person could be sent here about three weeks hence with a proper order from your Honor [f]or all the Officers & People to receive the money for their respective proportions, I should be glad to pay it – I shall be glad to know what Commission is allowed to the Agent for doing the business for the Officers & People Please to signify this in your next – I am with great Esteem & respect [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. See Volume 6, 1398.

JOHN LANGDON TO CLARKE & NIGHTINGALE, PROVIDENCE <sup>1</sup>

Gent.

[Portsmouth] 14th Novr

This will be handed you by John Roche Esqr who is Transacting Business for the States, – I shall be much obliged you'll inform him, who has Canvas belonging to the States at your Place as I am informed from Philadelphia that an Order has been sent there for to supply me with a quantity but the name of the person is not mentioned I am much in want of heavy Canvas as I have another Ship to fit out for the Continent pray assist Cap. Roche in procuring one hundred Bolts for the Continent here, which he will send on to Boston from whence I can have it by Water. I should be obliged If youll receive my Money from Messrs Browns (both of them) & send it by Capt Roche any services this way, shall be happy to render with respect [&c.]

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO THOMAS CUSHING <sup>1</sup>

Sir

[Portsmouth] 14 Novr

Your fav[or] of the 5th Inst. is before [me], am glad that Cap Thomson <sup>2</sup> has his Commission; we did sometime since send out recruiting parties but it answered no purpose, the expences of recruiting Men must be allowed, have given not anything for Travelling expences to those who Inlist I have little light Canvas but what is not wanted here is ordered to be made into Tents for the

Northern Army (they are now making & will be sent off next week as P order)  
I think it best that Slops should be purchased & delivered the Ship under the  
orders of the Capt or may be supplied by the Capt Your [&c.]

John Langdon

P S I am in great want of my 1/3d part of that 30 Tonns of Kings Junk which  
we purchased together –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. Thomas Thompson, Continental frigate *Raleigh*.

JOHN LANGDON TO THE SECRET COMMITTEE OF THE CONTINENTAL  
CONGRESS <sup>1</sup>

Sr

Portsmo Novr 14th 1776

Your favo'r on behalf of the Honbl Secret Committee of the 25th Ult. I  
Recd two days since by Colonl Bartlet [Bartlett], incloseg the Resolves of the  
Honbl Congress Respectg the [*Marquis of*] *Kildare's* Cargo <sup>2</sup> on Rec[ei]pt of  
which, I immediately Set the Sailmakers at work on the Tents, and the Tailors  
on the few wollings which were suitable for Soldiers under waistcoats; and gave  
orders to the Waggon master to have Ten Teams in readiness to set out Next  
thursday at which time they will Certainly set off weather permittg – The season  
being so far Advanced, the roads begin[nin]g to be bad, it was with some deficulty  
that we procure'd Teams, this will be Attended with very great expence, near  
the value of the goods. each Team carries one Ton, paid by the day, and all  
expenc[es], I shall send very good pushing man, to Command them, who will  
make all Dispatch possible – The Flints orderd for general Washington, shall send  
to Boston to the Agent, who will forward them, by some Waggon which goes  
from that State, which will save some expence, as it would not be full Loadd  
for a Team from hence – I thank the Honb: Committee, for any "Attention"  
they are pleased to pay to any hints that I may give Relative to publick business  
shall be very happy to meet their Approbation –

The Ship *Betsey Frigate* which I bo't on my own Acct. is Almost loaded, with  
Masts, Spars, oak plank &c this ship is abt three hundred and twenty Tons, was  
sold Low as it was Supposed she was Rotten, which I found to be the Case in many  
parts, upon which I put the Carpenters upon her, and Repair'd her for a Voyage,  
on my own Acot as I had no Orders from the Honbl Committee to purchase  
vessells, I've been Offer'd by Several persons to take any part of this ship and  
Cargo, and be Concern'd in the Voyage by which the ship would have Turned  
out to me, at least 14 or £ 1500 L my. It was very Uncertain whether the Honl  
Committee, would purchase or not. I therefore was Determined to take her on  
my own Acot and Make an Offer of the Ship and Cargo to the Honbl Committee,  
either on Purchase or on hire as they might think best. now had there been  
a Loss I must have Certainly have bore it, had the Honbl Committee Declined  
sendg Lumber which with great Submission I conceive to be a good reason, that  
I should have some Profit – Iv'e taken Several Things out of the Ship that she  
did not want, which will in part pay for Repairs, of these, and also the Repairs  
Iv'e not kept so Regular an Acot as I looked on it my own Stock, – I shall give  
every Dispatch to this ship *Betsey Frigate* on Acot and Risque of the Honbl



Committee, and Shall humbly Submitt the Matter to them – whether she should not be Appri[z]ed as she now stands, with her Repairs or for her to proceed on Charter, or least the Honbl Committee should think me takeing the least Advantage, I am willg she should go at one Thousand pounds L my as she now stands with her Repairs, tho' her Suit of Sails two Cables and Anchors, her Standg and Run[nin]g Rigg[in]g with small stores, would sell for more money. her Cargo at the Same I gave, tho' such a one cannot be had at the same price, at this Advanced season, – upon the whole I shall abide by the Determination of the Honbl Committee be it what it may, as Iv'e no Doubt they will think I have a right to Transact my private business when it does not interfere With the Publick –

Now I have Orders I shall do every thing in my Power to purchase on the lowest Terms for the Continent, and shall not think of being Concern'd in any Such Voyage untill my Orders are Compleated – I shall Consigne this Ship and any others I may Purchase agreeable to order to Mr Thom[a]s Morris or his Order at the Several ports – I shall Recommend these old Ships to be sold by all means, if the Matter can be made Agreeable to the Master and people, there, in getg Passage home, as it's impossable to get either Masters or people of this Country men (others ca'n't be Trusted) to go the voyage u[n]less it's out and home, not to be Discharged there, this must be left at the Discretion of Mr Morris, there. if a good ship happens to be imployed it will be as well for her to Come out and bring the hands of the others –

There is Number of Suitable Ships to be had here, but it's impossable to get Cordage and Sails, therefore shall Depend on Purchaseg those which have these Materials belongg to them – Iv'e also Twenty thousand feet Mahogany on board the *Betsey Frigate*, which is all I shall send in her of that sort of Cargo –

As to Tortoise Shell, Sassaparilla, &c there's none bro't into this State as yet – It will be necessary that I should have a Sum of money sent immediately for this purpose, as I've no Prize money in my hands yet (tho' shall soon have some) but the whole will be wanted for the Honbl Marine Committee's Acct – I expected to have had money er'e this for my Draft on the Marine Committee, but the Gentlemen who have money here belongg to the Southward Choose Rather to Speculate I shall at All times exert myself in the business of the States, and do it with all the frugality and Dispatch in my Power. – I am with great Respect, your's and the Honbl Committee's [&c.]

John Langdon

The Honbl Robert Morris E[s]qr  
President of the Secret Committee

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. Journal of the Continental Congress, October 22, 1776. See Volume 6, 1366.

JONATHAN GLOVER'S RECEIPTS AS AGENT FOR CREW OF WASHINGTON'S  
SCHOONER *Lee*<sup>1</sup>

Reced Beverly 14 Novr 1776 of William Bartlett One Thousand pound in part of the Captors Shares in Ship *Concord* and Cargo

pr Jonathan Glover



Reced Beverly 14 Novr 1776 of William Bartlett, Five hundred & Sixty Three pounds 10/3 in part of the Captors Shares in Brig *Nancy* & Cargo

pr Jonathan Glover

Reced Beverly 14th Novr 1776 of William Bartlett, Nine hundred & fifty Nine pounds 4/9 it being in full for the Captors Share of the Ship *Jenny* and Cargo<sup>2</sup>

pr Jonathan Glover

1. Bartlett Papers, 5728–5730, BHS.

2. For captures of these prizes see Volumes 2 and 3.

JOHN BRADFORD TO GEORGE WASHINGTON<sup>1</sup>

Sir

Boston 14th Novr 1776

I have the honour to Congratulate Your Excellency on the Acquisition lately made by the Arm'd Schooners *Franklin* & *Hancock* of a Brig bound from Scotland to [New] York with a Cargo Calculated to make the Winters Campaign more Comfortable to Your Army<sup>2</sup> I Should have forwarded the particulars to your Excellency but General Ward has the Manifest now Copying to forward if Your Excellency should have Occasion for any of the Liquors I shall Esteem it an honor to receive orders to forward them being with all due respect Yr Excellcy [&c.]

J B –

1. John Bradford Letter Book, vol. 1, LC.

2. The brigantine *Lively*, Nicholas Martindale master, with a cargo valued at £25,000 sterling and sent into Boston on November 13.

JOHN BRADFORD TO JOHN HANCOCK<sup>1</sup>

Sir

Boston 14th Novr 1776

I had the honour in my last to Acquaint you that the Arm'd Schooners *Hancock* and *Franklin* had sent in a Brig with Salmon & dry fish, it gives me the highest pleasure its in my power to inclose you the Copy of a manifest of the Cargo of a Brig brought in yesterday by the above mentioned Vessells, a most valuable Acquisition, on which I most heartily Congratulate you & my Country. it affords a rich supply of Necessaries to make the Army comfortable through their Winter Campaign, a duplicate is forwarded to General Washington; I most earnestly wish our Enemies may continue their supplies of such articles as we cannot easily obtain amongst ourselves, When leisure will permit I shall Esteem it a favour if I may be directed what to do with the *Lynch*, as she remains in pay doing nothing for the want of Cannon, and was the[y] compleat theirs not the least probability of her ever doing any thing for the honour of the State, here are four fine four pound Cannon in the Brig last taken, but I am realy of opinion was we in possession of a compleat set of Guns the Capt could not get men to go with him, not through fear of his leading them into danger<sup>2</sup> – You may remember Sir I hinted to you some-time since that by desire of the Commissary I kept the Beef taken in the Ship *Peggy* (about 400 Barrells[]) for the use of the army; I've not yet been call'd on for it. the Capts [John] Skimmer & [Samuel] Tucker who were victualed last cruise with that provission say it is so bad that their people could not eat it, should be

glad to have orders what to do with it, it will not do for the army – Capt Skimmer is extremely anxious to get his Commission he never has yet had it. And has Commanded only on a Breviatt obtain'd from General Ward, I hear he runs a risque of being ill treated if he should be taken, I think he is worthy of a Commission & won't dishonour it,<sup>3</sup> – In my last I beg'd I might Receive directions how to manage with those passengers who hav[e] no interest to support them, several such I have now daily visiting me for supplys. I am at a loss how to conduct in the affair, hope I shall receive directions from Congress – I have by last post receiv'd directions from a Committee of Congress relative to the Settlement of the public Accots at Certain periods<sup>4</sup> it would be a Gratification to me to know on what terms I do this Business and indeed I know not how to Compleat the Accounts till I come to that knowledge I am most Respectfully [&c.]

[P. S.] You will please to Observe that besides the Inclosed Invo there is a parcell Good wch was to be landed at New found land to the Amo. of 2503 . . 3 . . 3 3/4 the Invo was sent out in another Vessell

1. John Bradford Letter Book, vol. 1, LC.

2. Captain John Ayres.

3. John Skimmer succeeded to command of the *Franklin* after James Mugford had been killed.

4. See Volume 6, 1321–22.

#### CAPTAIN JAMES GRAY TO THE MASSACHUSETTS COUNCIL<sup>1</sup>

Long Island [Boston Harbor] Novr 14th 1776

Capt James Gray, as Commanding Officer at Long Island in the Harbour of Boston, begs leave to report to the Honble Board, that on the 13th Inst at Night, a Sloop belonging to the Eastern parts of this State, came to an Anchor near Long Island when the Capt of said Sloop, came on shore, and informed, that, some time last week, upon his voyage from the Eastward to this Port, laden, with wood, he was taken by the *Juno* Frigate, at which time, all the men belonging to said sloop (himself excepted) were taken on board the frigate, and a prize-Master with 4 men put on board the Sloop, and ordered to proceed with the Captain and Capture to Halifax – but it appears through the policy of the Captain, by letting out the water, that they were obliged to put into some Harbour, to recruit their Water – and the prize Master being unacquainted with Harbours upon this Coast, desired the Captain to pilot the Vessel into some Harbour for the purpose aforesaid, when he happily arriv'd in this Harbour – That upon his requesting assistance, to secure said Sloop, a party of Men under the Command of Lieut Ellis, enter'd on board said Sloop and secured the prisoners, & papers, and in consequence of the above wou'd be glad the Honble Board wou'd give directions concerning the prisoners &c –

James Gray

[Endorsed] In Councill [Boston] Novr. 15. 1776

On the within Report being read at the Board

Ordered that Capt Gray be & he hereby is Directed to Bring the prisoners

within named, from Long Island to this Town of Boston & them Deliver to the Sheriff of the County of Suffolk, And the Said Sheriff is hereby ordered & Directed to Confine the prisoners aforesaid in the Goal of said County, untill further order of this Board –

1. Mass. Arch., vol. 166, 32–32a.

*Independent Chronicle*, THURSDAY, NOVEMBER 14, 1776

Boston, November 14.

Friday last was sent into Salem, a Prize Ship upwards of [2]00 Tons burthen. She has on board 260 Boxes Lisbon Lemmons, 200 Quarter Casks Wine, 8 Barrels Currants, 47 Boxes Lisbon Onions, 400 Hogsheads Salt, &c. She was taken by the *Dolphin* Brig of War, mounting only six Swivels.<sup>1</sup>

Friday last arrived at Marblehead, a large Prize Ship, having on board 4800 Quintals of Fish. She was sent in by Capt. [Daniel] Hathorne.<sup>2</sup>

Saturday last arrived here a Prize Brig, laden with dry Fish, from Newfoundland – taken by the Captains [John] Skimmer and [Samuel] Tucker.<sup>3</sup>

Last Sunday arrived here Capt. [Daniel] Waters, in the *Lee* Vessel of War, and brought in with him a Prize Snow, laden with Staves, &c. bound from Nova-Scotia to Jamaica.<sup>4</sup>

We learn from Newport, that “a fine Brig, of 260 Tons, taken by the sloop *Diamond*, Capt. [Thomas] Stacey, a few days ago ran ashore at the Eastward; but has since been got off, and all her Cargo saved, consisting of 260 Hogsheads of Sugar, 140 Puncheons of Rum, &c.<sup>5</sup> Capt. Mursey, late Master of the Privateer, having carried Part of the Cargo up the River last Week in a Sloop, and since came to Town, informs that on board the Ship from Quebec,<sup>6</sup> taken by Capt. Stacey, they found about 170 letters, giving the People of this Country, the most infamous Characters; some of which we may publish shortly. Those letters were from the British Army, Scotch Pedlers, Quacks, &c. (not the Native Canadians.)”

Yesterday arrived here a Prize Brig, taken by Capt. Skimmer, in the *Franklin*. She was from Scotland, bound to New-York, with Cloathing. – The amount of her invoice is 25000 l. Sterling. –<sup>7</sup>

Sales by Auction. On Thursday, 21st November, At Ten in the Morning, Will be Sold by Public Vendue, On Tileston’s-Wharf, The Ship *Marshall*, and her Cargo. Consisting of

16 Hogsheads Muscovado	37 Bags Ginger,
Sugars,	12 Ba[g]s Cotton,
76 First Whites,	2 Tierces and 84 Goards Aloes,
60 Second Ditto,	1 Hogshead Barbados Tar.
236 Clayed ditto,	
64 Hogsheads Barbados Rum	

The Ship is about 280 Tons burthen, a fast sailing Vessel, well found, and about two Years old; and will be put up at XII o’Clock, on the above Day of Sale.

To be Sold by Public Auction, On Tuesday the 19th November, At John Rowe, Esq'rs. Wharf, Part of the Cargo of the Prize Ship *Julius Caesar*, viz.

200 Baskets of English Cheese	200—Hams of Bacon
200—Barrels of Flour	200—Sides of Bacon
126 Barrels and 24 Tierces of Beef	77—Casks of Raisins
230 Barrels and 21 Tierces of Pork	40—Casks of Currants
12 Firkins of Fillets	100 Firkins of Butter
38 Firkins of Tongues	4 Hogsheads of Ginger-Bread.

The Sale will begin at Ten o'Clock in the Morning.

Wm. Greenleaf, Sheriff.

At Public Auction, Will be Sold in Salem, On Wednesday the 20th Instant, At Ten o'Clock in the Morning, A Cargo, containing, Beef, Pork, Butter, Candles, Soap Oatmeal, and Split Peas. At Twelve o'Clock, same Day, will be sold, a fine Brig, 120 Tons. Choice Lisbon White Wine, to be sold by Samuel Williams, by the Quarter Cask.

To be Sold in Salem, at Public Vendue, On Tuesday the 26th instant, at 11 o'Clock P.M. The following Vessels with their Stores, As they now lay at Mr. Ropes's Wharf in this Town,

The Brigantine *Mary and James*, about 150 Tons, with her Appurtenances, Boat, &c.

The Brigantine *Good I[n]ten[t]*, about 110 Tons, with her Appurtenances, Boats, &c.

The Brigantine *Mary Ann*, about 90 Tons, with her Appurtenances, Boat, &c.

The Sloop *James*, about 80 Tons, with her Appurtenances, Boat, &c.

To be Sold at Auction on Friday the 22d Instant, On Tristram Dalton, Esq'rs. Wharf, in Newbury-Port, The Ship *Nancy*, and her Cargo, Consisting of the following Articles, viz.

80 Barrels Beef	320 Barrels Pork
150 Firkins Butter	100 Barrels Oatmeal
370 Barrels Flour	1200 Bushels Pease
68000 wt. choice Ship Bread	18[9]0 wt. Gun Powder
130 Cask[s] Nails	

8 4-Pounders, 4 3-do, 10 Swivels, all new, double fortified, and well-mounted. Shott, Ladles, Worms, Rammers, &c. suitable for the Cannon.

N.B. The Ship is a very fast Sailer, and fitted to carry 16 Carriage Guns, and will be put up at 12 o'Clock.

Newbury-Port, Nov. 11, 1776.

Joseph Ingersoll, Auctioneer.

1. *Dolphin* was a schooner, not a brig. She was commanded by Captain John Leech. Prize was the ship *Sally*, John Burrows, master.
2. Hathorne commanded the Massachusetts privateer schooner *True American*. His prize was brig *Providence Success*, John Fletcher, master.
3. Prize was the brig *Triton*, Thomas Brinton, master.
4. *Elizabeth*, Thomas Edwards, master.
5. *Live Oak*, James Wallace, master, from Jamaica for London.
6. *Woodcock*, William Richardson, master.
7. *Lively*, Nicholas Martindale, master, taken by both the *Franklin* and *Hancock*, Washington's schooners.



MUSTER ROLL OF THE CONTINENTAL SHIP *Columbus* <sup>1</sup>

Muster Roll of the Men and Officers belonging to the Ship *Columbus* from the time of her being put in Commission to the fourteenth day of November 1776.—

Time of Entry	Men's Names	Numbers	Station in which they entered	Promotions Decease & Deserted	Discharged turned over &c.	Time When
1775						
Nov. 20	Abraham Whipple	1	Captain			
"	Rhodes Arnold	2	1st Lieutt		Discharged at Prov[idence]	1st June 1776
"	Ezekiel Burroughs	3	3d ditto	Promod to 1st Lieut		
1776						
Dec. 25	Joseph Olney	4	2d ditto	promoted to Captain		
1776						
Jan. 1st	William Grinnell	5	Lieutenant			
"	Wingate Newman	6	Master		turned to S. [sloop] <i>Providence</i>	16th April
Febry. 4	Joshua Fanning	7	1st Mate	Promoted to Master 1st May	Left the Ship & dischd at Newport	14th April 10th Octr
1775						
Dec. 20	John Rogers	8	2d Mate	do	& dischd at N. P. turned over to S. <i>Providence</i>	10th October 25th Jany.
Dec. 8	Henry Malcolm	9	Surgeon			25th Jany.
1776						
Jany. 18	John E. Kiser	10	dos 1st Mate			
Jany. 18	Thomas Burns	11	Surgeons Mt.	promoted to Surgeon		
1775						
Decem. 7	Joseph Hardy	12	Clerk			
" 21	John Parker	13	Gunner	In Goal at Providence		
1776						
Jany. 1	John Simmons	14	dos Mate	Deserted at N. London & Master at Arms		
" 5	John Hadley	15	Armourer		Dischd at Newport	16th Octr 1776

Dec.	15th	Thomas Darby	16	Steward	Turned on board a brig as prize M. [master]	at Sea. & since re- taken
1775						
Nov.	20	Daniel Becars	17	Midshipman	promoted to Gunner	21st Sept.
"	"	Cogshall Butts	18	ditto	Deserted at Providence	1st June
"	"	Robert Magill	19	ditto	turned to S. <i>Providence</i>	20th April
"	"	John Trivett	20	ditto	Promoted to Lieut of Marines	14 "
Decr	29	Michael Knies	21	ditto		13th Feby
1776						
Jan.	8	John D. Mc.Dougall	22	ditto		2nd June
1775						
Novembr	2	William Cornell	23	ditto	Deserted at Providence	20th April
Decembr	27	Gideon Whitfield	24	ditto		
Decembr	8	John Taylor	25	Carpenter		17th October
"	15	John Baker	26	Boatswain	Lost overboard at Sea	15th September
"	19	Robert Ralph	27	dos 1st Mate	deserted at Provide	
1776						
Jan.	7	John Lowder	28	dos 2d "		
1775						
Decem.	20	Guy Rogers	29	Mastrs 3d Mate		
"	18	Bardin Silverster	30	" 4th "		
"	19	James Campbell	31	Sail Maker		
"	18	Thomas Preston	32	Cooper		
"	19	Peter Cain	33	Boatwn yeoman		
"	25	John Pearce	34	Gunnr ditto		
"	14	Pearce Donovan	35	Carp's Mate		
"	18	Christr Traverse	36	ditto		
"	13	Thomas Page	37	Cook	deserted at N. Providence	1st Aug.
"	15	John Holty	38	Coxswain	deserted at Newport	15th March
"	7	Anderson Briggs	39	Seaman		10th Augt
"	8	David Knight	40	ditto	deceased in Delaware Bay	14th Feby.
"	11	Ichabod Sheffield	41	ditto	deserted at N. London	12th April

Muster Roll of the Men and Officers belonging to the Ship *Columbus* from the time of her being put in Commission to the fourteenth day of November 1776.—[continued]

Time of Entry	Men's Names	Numbers	Station in which they entered	Promotions Decease & Deserted	Discharged turned over &c.	Time When
1775						
Dec.	Thomas Smith	42	Landsman	Deserted		
"	Robert Parker	43	"			
"	John Burton	44	"			
"	Benjn Armsbey	45	Seaman	Died at N. Providence		4th March
"	Anthony Diver	46	Seaman			
"	Shibuah Reynolds	47	ditto			
"	William Bryan	48	ditto			
1775						
Dec.	William Fulker	49	Seaman	Died at Sea		1st March
"	Henry Northrup	50	"			
"	Abraham Harrington	51	Boy			
"	Jacob Boardman	52	Landsman	Deserted		
"	Robert Handy	53	Seaman	Died at Reedy Island		6th Feby.
"	John Thomas	54	Quar Mast.			
"	John Brooks	55	Landsman		Dischd in Delaware Bay	10th Feby.
"	Abraham Arms	56	Seaman	died at Sea		19th
"	Robert Murchee	57	"			
"	Rasmus Lorrens	58	"	deserted at N. London		
"	Moses Boardman	59	Landsman	"		
"	Richard Sephton	60	Barber			
"	Edward Russell	61	French-horn Man.	died at do.		
"	Alexander Brin	62	Landsman	Deserted in Providence		18th April
"	Joseph Brow	63	Seaman	Deserted		
"	James Crosswell	64	"			
"	Alexander Steuart	65	Landsman	Deserted in N. Providence		15th March
"	Frederick Bepler	66	"	died at New London		26th April

"	21	Daniel Miller	67	"	Quarter Master		dischd at Newport	17th October
"	23	Robert Cook	68	"	Seaman		ditto	"
"	"	William Household	69	"	"	Deserted		
"	25	Edward Thomas	70	"	"			
"	"	William Brooks	71	"	"			
"	"	Thomas Day	72	"	Landsman	Deserted in Delaware Bay		13th Feby.
"	26	Hugh Allen	73	"	Seaman	Promoted to Quarter Master about		10th April
"	"	William Smith	74	"	"	Deserted at Nw Providence		15th March
"	"	William Pearson	75	"	"			
"	"	Patrick Fletcher	76	"	"	Promoted to Midshipman		1st May
"	"	Edward Boggs	77	"	"	died at Providence		12th May
"	"	William Wallace	78	"	Landsman			
"	"	Spear Piper	79	"	"	Deserted in Delaware Bay		13th Feby.
"	"	Jacob Rutter	80	"	"			
"	27	James Kenpland	81	"	Seaman	Deserted in Delaware		13 Feby.
"	"	William Lind	82	"	"			
"	"	Francis Bailey	83	"	"	Died at Providence		14th May
"	22	William Edmonds	84	"	"	Deserted at N. London		12th April
"	28	Charles Watson	85	"	Landsman			
1775								
Dec.	28	John Alice	86	"	Landsman	Deserted at P.		
"	"	James Hunt	87	"	Seaman	Deserted at Providence		10th June
"	23	Barney Cunningham	88	"	Landsman	Deserted		
"	23	Levi Davis	89	"	"	Deserted		
"	29	Barney McDermot	90	"	"			
"	"	Nicholas Smith	91	"	"			
"	"	Joseph Row	92	"	Boy	Entered in the <i>Liverpool</i> Frigate		
"	"	John Harley	93	"	Landsman	deserted at Feby [ <i>sic</i> Delaware Bay]		13th Feby.
"	"	John Spencer	94	"	"			
"	"	William McCall	95	"	"			
"	30	Thomas Parfick	96	"	Seaman			
							turned over to Sl.	
							<i>Provid[ence]</i>	

Muster Roll of the Men and Officers belonging to the Ship *Columbus* from the time of her being put in Commission to the fourteenth day of November 1776.—[continued]

Time of Entry	Men's Names	Numbers	Station in which they entered	Promotions Decease & Deserted	Discharged turned over &c.	Time When
1776						
Jany.	Scipio Rathburn	97	Negro Boy	died at New Providence		3rd March
"	Lawrence Doyle	98	Scaman			
"	Thomas Bradshaw	99	Barber	deserted at New London		6th Feby.
"	Joseph Wilson	100	Landsman	Died at Reedy Island		13th Feby. 10th/June
"	Charles Stultz	101	"			
"	Henry Allen	102	Seaman			
"	James Turtle	103	"			
"	William McLaughlin	104	"	Deserted at Reedy Island		
"	Charles McCafferty	105	Landsman	Deserted at Providence		
"	James Orr	106	"	Deserted at Providence		13th Feby.
"	John Stoodly	107	Scaman	" at Reedy Island		
"	John McGowan	108	Landsman			
"	John Jackson	109	Boy			
"	John Stephenson	110	Seaman			
"	Gerrald Fitzgerald	111	Quarter Gunner		discharged at Newport	22d Octr.
"	James Pearce	112	Seaman			
"	Richard Smith	113	Boy			
"	William Bruce	114	Seaman			
"	William Skinner	115	Boy	deserted		
"	Daniel Brown	116	Waiter			
"	John Bridges	117	Landsman	died at New London		13th April
"	John Hamilton	118	"		dischd at R. Island turned to the Marines	
Feby.	<del>Robert Piper</del>	119	"			



Jany.	1	John Limrick	120	"	deserted			
"	"	Joseph Lillyhome	121	Seaman			dischd at Newport	26th October
"	"	James Clark Grinnell	122	Boy			turned to Sloop <i>Provid</i>	15th April
"	"	Cambridge Grinnell	123	N. Boy			ditto	do.
"	6	James Wilson	124	Seaman			Pressed on board the <i>Liverpool</i> <sup>2</sup>	
"	9	Elias Robinson	125	"	deserted			
"	11	Edward Taylor Senr.	126	"	do			
"	"	Charles Lanot	127	Landsman				
"	15	John Suzee	128	Seaman	deserted		dischd at N. Port	20th October
"	"	Robert Younger	129	"	do			
1776								
Jan.	1	John Gallard	130	Seaman			Wounded in the action with the <i>Glasgow</i> and left in N. London	
"	"	George Bennet	131	Seaman				
"	16	Abraham Coleby	132	"	deserted <sup>d</sup>			
1776								
Feb.	14	Samuel West	133	Seaman				July 20
"	10	Richard Guy	134	"				
"	11	Edward Taylor jr.	135	Boy			dischd at N.	24 April
Jany.	1	William Sheldon	136	Seaman			Lon[don]	
Jany	2	Anthony Doude	137	"				
"	"	John Dubury	138	"	deserted			
"	4	Richard Stuart	139	"	discharged			1st Augt
"	8	John Jeffery	140	"	deserted			
"	11	Thomas Doyle	141	"	"			
"	5	Philip Gordon	142	"	"			
"	10	Patrick Kennedy	143	"			discharged	1st Augt
"	4	Alexander Walker	144	Landsman				

Muster Roll of the Men and Officers belonging to the Ship *Columbus* from the time of her being put in Commission to the fourteenth day of November 1776.—[continued]

Time of Entry	Men's Names	Numbers	Station in which they entered	Promotions Decease & Deserted	Discharged turned over &c.	Time When
[1775] Nov. 20	Abner Russell	145	Seaman	deserted at Provid.	turned from A.	
	William Moore	146	"		<i>Doria</i>	
	James Maddin	147	Prisoner			
	David Evans	148	Seaman			
	James Lynn	149	Capt'n Mate			
	Joshua Mitchell	150	Stew'd Mate	taken from <i>Alfred</i> 30th May.	turned from <i>Alfred</i>	30th May
	Hugh Donaldson	151	ditto. Prisoner		disch'd at N. Port	14th Nov.
	Thomas Young	152	Seaman			
	John Downey	153	ditto	Taken from S[loop] <i>Fly</i> and put on board the <i>Cabot</i>	turned from <i>Alfred</i>	
	Paul Berry	154	"	Taken from S. [sloop] <i>Providence</i>		
	Paul Magee	155	"	Taken from the <i>Cabot</i>		
	Isaac Fox	156	"	Taken from the <i>Alfred</i> 30 May. disch'd at Newport		
	Samuel Ernam	157	" Prisoner	Taken from S. <i>Providence</i> & turned to the <i>Alfred</i>		22 Octr
[1776] June 5th Augt 1	Thomas Caton	158	Quarter Mast.	taken from <i>Alfred</i> 30 May & promoted to Boatsn		16th Sept
	Samuel Allen	159	Seaman	taken from S. <i>Providence</i>	} returned to the S. [sloop]	9th June
	David Pennigar	160	"	ditto		17th Octr
	John Robinson	161	"	ditto		
	Richard Shields	162		Returned to the Army		
	John Hagley	163	Boy. Prisoner	taken from the <i>Alfred</i>		
	John Scott	164	Surgeons Mate	taken from the <i>Alfred</i> 30th May		
	John Bell	165	Seaman			
	Edward Bowen	166	"	taken from <i>Alfred</i> 30th May		

		Charles McDonald	167	"	ditto		
		Jacob Collet	168	"	ditto		
		Peter Burdoux	169	"	Entered in Providence Pressed on board		
		John Patten	170	Midshipman	the <i>Liverpool</i>		
		William Barns	171	Seaman	taken from <i>A. Doria</i>		
June	17th	James Clark	172	"	taken from <i>Alfred</i> 30th May & died at		12th July
	1776	Joshua Cata[w]ow	173	"	Newport		
May	1	Prince Becars	174	N. Boy	died 4th October		
		William Partridge	175		deserted at N. Port		
		Dennis Gurdens	176			discharged	17th June
		John Scantling	177		left sick at N. Port		15th July
		Joseph Jacques	178	Seaman	deserted at Newport		
		Thomas Burgess	179	"	ditto		17th June
		James Sparks	180	"	Sick a N. P.		do
		Isaac Hart	181	"	taken from <i>Alfred</i> 3d Augt & returned		
		Samuel Champlain	182	"	taken from <i>Providence</i> 9th June		Octob. 11th
		William Carpenter	183	" Prisoner			
		John Moore	184	Seaman	Deserted	turned from <i>Alfred</i>	30th May
April	29	Samuel Belford	185	"		turned over to	
		John Chapple	186	" Prisoner		<i>S. Providence</i>	
		Thomas Cox	187	"			
		John Towell	188	"		turned from <i>S. Prov</i> :	
		William Anderson	189	"	Entered in the <i>Liverpool</i>		
Aug.	1	Michael Pine	190	"			
"	"	Richard Thomas	191	"			
		Robert Hawthorn	192	Armourers Mate			
		Pompey Ellery	193	Negro Boy	died at Sea		13th Sept
		Robert Carr	194	Seaman			
Sept.	25	John Earle	195	Master		turned from <i>Alfred</i>	7th August
		George House	196	Midshipman		ditto	do
		Philip Alexander	197	3rd Mate		do	do
		James Thomas	197	Gunner		do	do

[sic]



[illegible]



Muster Roll of the Men and Officers belonging to the Ship *Columbus* from the time of her being put in Commission to the fourteenth day of November 1776.—[continued]

Time of Entry	Men's Names	Numbers	Station in which they entered	Promotions Decease & Deserted	Discharged turned over &c.	Time When
1775						
[Dec.] 26	John Huston	45	"			
" 20	Michl Dougherty	46	"			
"	Johnson Spear	47	"			
"	John Nowell	48	"			
16	John Clark Jr.	49	"			
1775						
Dec. 16	John Gillan	50	Private			
10	Emanuel Furnance	51	"			
11	Peter Nagle	52	"			
	Christr Green	53	"	Deserted		
	Matthias Graffe	54	"			
1775						
Dec. 11	Andrew Allen	55	"		dischd. at Newport	19th October
16	William Loughridge	56	"		dischg. at Providence	25th May
	Frederick Hackle	57	"		" at Newport	19th October
14	John Clark Senr.	58	"	Deserted		
15	George Marks	59	Drummer		dischd. at N London	
14	David Congleton	60	Private	Deserted at Reedy Island		
"	Thomas Milan	61	"	ditto		13th Feby
14	John Forgey	62	"	ditto		ditto
"	James Ward	63	"	ditto		do
15	Nicholas Grossman	64	"	do		"
"	Thomas Scott	65	"	do		"
16	Connel Mc.Neilus	66	"	do		"
	John Mc.Indow	67	"	do		
					turned from Sloop	11th Oct.
					<u>Provid &amp; returned</u>	
					<u>back</u>	

[illegible]

Muster Roll of the Men and Officers belonging to the Ship *Columbus* from the time of her being put in Commission to the fourteenth day of November 1776.—[continued]

Time of Entry	Men's Names	Numbers	Station in which they entered	Promotions Decease & Deserted	Discharged turned over &c.	Time When
[1776]						
June 17	Patrick OBryan	94	Private			
	Edward Hagan	95	"	Pressed in the <i>Liv. Frigate</i>		
	Ellis Rowland	96	"			
	John Bell	97	"			
	James Wall	98	"	Pressed in the <i>Liverpool</i>		
	Patrick McNamara	99	"			
	James Connell	100	"			

(Copy)

Witness my hand the 14th day of November 1776

Abraham Whipple

1. Transcript of Military Papers, R. I. Arch.

2. Seaman James Wilson and others listed as being on board H. M. S. *Liverpool* were members of the prize crew of the ship *Hester* taken by the *Columbus* and retaken by the *Liverpool*.

NATHANIEL SHAW, JR. TO GOVERNOR JONATHAN TRUMBULL AND THE  
COUNCIL <sup>1</sup>

Gentlemen

New London Nov 14 1776

Last evening I Return'd from Hartford & was surprized to find that Capt Kenedy [Thomas Kennedy] in a ship fitted out by order of the Continental Congress for France, was by Capt Hardings order Stopt & not Suffered to depart, the men belonging to the Ship have quitted her, and if this is been done by your order I think its best that sum person should be directed what to do with the Ship as she is very valuable Vessell and Capt Kenedy seems not to be a mind to have any further to do with her — my last Letters from Phila from Philip Levingston & Frances Lewis are dated the 14 Octr they were then very desirous that the Ship should sail Immediately.

Inclosed is a letter I Just Received from Mr [Robert] Morris by which you will See that I have a Quantity of Powder Just arrived at Maryland This powder was Shipt by a Gentleman at Martinico who Capt Packwood left Effects with last Spring to purchase it on Accot of our State & the Sloop *Macaroni* was to have returned to Martineco in order to take it on board but unfortunately was taken on her outward bound passage, which has been the occasion of its not coming to hand Sooner if you are disposed to take the money for it should be glad you would give me directions — I have about Eight thousand wt of Continental Powder now in store that might be exchanged & I daly expect more, if you had rather take powder this Landed in Maryland is about thirteen thousand wt I shall write an Answer Soon as I have your orders. I Suppose their will be about Six Thousand of the above that will belong to us and the Remainder to the Continent —

N Shaw Jr

1. Shaw Letter Book, YUL.

JOURNAL OF H. M. SLOOP *Raven*, CAPTAIN JOHN STANHOPE <sup>1</sup>

Novemr 1776

Thursdy 14

Do [Sandy Hook] N 38 Wt 212 miles  
at 8 (AM) Wore Ship. at 9 Set the Fore & Mn Topsail Out  
reefs & set the Miz Topsl 3 Sail in the NE Qr got up Topg  
masts & yds do set Topgl Sails at Noon made the *Cherokees*  
Signal to Tack  
Mode breezes & clear Wr 1 PM saw a Sloop which we took to  
be a Privateer fired a Gun to bring her to — half past Tackd &  
bore down upon the *Cherokee*. She was in chace of a Sloop.  
do set studg Sails at 4 spoke with the *Cherokee* that had taken  
the Sloop into custody proving to be a French vessel from Phila-  
delphia with Flour & Lumber for the Wt Indies.<sup>2</sup> Exchanged  
Men put an officer onbd

1. PRO, Admiralty 51/771.

2. *Hope*, Jean Louis, master, — Moncreau, owner, from Philadelphia for Charleston, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Philadelphia] Thursday, November 14, 1776

Information being given to Congress, that part of the enemy's fleet was seen coming out of the Hook, and steering their course to the southward:

*Resolved*, That copies of the letter, giving the information, be sent by express to the General, and to Governor [William] Livingston, of New Jersey, and also to the southern states.

*Resolved*, That the Board of War do immediately confer with the council of safety of this state, and co-operate with them in devising ways and means and [for] calling forth the strength of this and the neighbouring states, for the defence of this city, against any attempts which the enemy may make to obtain possession of it; and that, for this purpose, the Board of War be invested with the full powers of this Congress, to promote most effectually this important purpose:

That the Marine Committee also be directed to make such disposition of the naval force, now in the river Delaware, or the neighbourhood thereof, as will best conduce to defeat the designs of the enemy.

1. Ford, ed., *JCC*, VI, 950–51.

CONTINENTAL MARINE COMMITTEE TO JOHN WEREAT<sup>1</sup>

Sir

[Philadelphia] November 14th 1776

By the recommendation of George Walton Esqr one of your Delegates in Congress we have appointed you Continental Agent in the State of Georgia, in that Station it will fall to your share to supply all Continental Cruizers or other vessels in the Continental Service with provisions Stores and necessarys, to assist the Captains and officers in whatever may be needful – to advance them monies – give them advice, and in all things take care of the Interests of the United States. If any Prizes are sent into Georgia by the Continental Cruizers you are to receive them, libel and prosecute to condemnation – then make public sale of Vessels, Cargoes, and all effects that are condemned; and for your guidance we send you a pamphlet containing the Rules and Regulations in these respects, and we shall also send you at a future day Coppies of our official letters to all our Agents along the Continent.

You will receive this by an advice boat belonging to the Continent called the *Georgia Packet*, intended to be an advice Boat between your State and the Congress. She has been loaden this voyage by your Delegates with Stores for your State, and we expect you will Credit us a handsome freight for the same. We desire you may receive these goods with despatch and as the Secret Committee of Congress order a Cargo back we hope you will use equal dispatch in shipping it. Lieutenant [Isaac] Buck who commands this schooner is ordered to put all the Letters he carries into the Post office, and we desire you will inform the postmaster he is to charge the same postage as if they had come by land, for we expect in this way to raise some thing towards defraying the expence of these packets in future altho at present the Letters will be very few. You will please to advertize for Letters back by this packet, and as soon as you can dispatch this Schooner back for this port. You will keep a regular account of your disbursments for this



schooner and if any balance arises in your favour we will pay your drafts on us for the Amount

We hope you will not suffer Captain Buck to loose any time nor Stand in need of any Assistance that you can afford him. We are sir [&c.] <sup>2</sup>

1. Marine Committee Letter Book, 44-45, NA.

2. The Marine Committee issued cruise orders to Lieutenant Buck on this date, Marine Committee Letter Book, 45, NA.

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE SCHOONER  
*Georgia Packet* <sup>1</sup>

[Philadelphia, November 14, 1776] <sup>2</sup>

Schooner *Georgia Packet* Isaac Buck Comr.

		To the Commissioners of the Navy	Dr
1776			
Octor	23	To 1 Piece G Canvass 94 Ells 127½ Yds	
"	31	1 Bolt Russia Duck	7.10..-
"	"	2 Pieces Osnabrigs 161 Ells	
Novemr	6	30 Yds G Canvass	
	9	Cashpaid James Fulton for port-[era]ge	6
	13	1 Bolt Russia Duck	7.10..-
	23	Cash paid Dean Timmonds for a box Candles	3..1..4
Decemr	21	ditto for Portorages to Jas Fulton	6..-
	"	ditto James Allenbys for co-operage	1.19..- 2..5..-

1. Woodhouse Collection, HSP.

2. Date on which Lieutenant Buck received his sailing orders.

WILLIAM HOOPER TO THE NORTH CAROLINA PROVINCIAL CONGRESS <sup>1</sup>

Gentlemen

Philadelphia Novr 14th 1776 -

We have this moment received Intelligence from the Jersies that 100 of the Enemies Ships have been seen of[f] the Coast of Shrewsbury steering Southward. They probably intend for this place, however as it is possible they may intend farther Southward, the Congress have thought proper to dispatch an express to you that you may hold yourselves in immediate readiness to oppose any attempt against your state, or to render assistance to your Neighbours.

A Careful look out should be kept along the sea coast, that we may be apprized of their movements and not taken napping. As your defence & that of South Carolina must consist chiefly in Militia - You will take measures that they hold themselves in perfect readiness to march when and wherever the Convention shall think fit to order them. We are making every possible preparation to oppose

any designs they may have against this place & with the blessing of God I confide shall be able to disappoint them. I am Gentlemen [&c.]

Will Hooper <sup>2</sup>

1. Secretary of State Papers, Provincial Conventions and Congresses, 1774–1776 (October–December, 1776), NCDAH.
2. The fears were premature. The enemy fleet consisted of transports bound for England.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Philad'a, Novem'r 14th, 1776.

Mr. [John Maxwell] Nesbitt was directed to pay . . . Bowyer Brooks' Acco't for Oars & repairs for several of the Armed Boats & for Building a Guard Boat, £106 0 11.

Intelligence was recd by express that several hundred Transports had sailed from New York, & steered their Cource to the Southward, & expected to be intended for this City; whereupon, the Council wrote a Circular Letter to the Commanding Officers of the Battalion of Militia, earnestly requesting them to march their respective Battalions to this City Immediately.

The Commodore was ordered not to suffer any sea Vessell to Pass through the Chevaux-de-Frize.

*Ordered*, That Commodore Seymour do Immediately station one of the Armed Boats belonging to this State at or near Gloucester Point, and exert their Utmost Vigilance in preventing all shallops from Passing down the river. Wood Boats are to be permitted to pass and repass.

1. *Pennsylvania Colonial Records*, XI, 3, 4.

#### JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Sirs/

Baltimore November 14 1776

I Sent you By a Vesell yester Day 100 bbls of Bread and 18 Casks of Powder for Colonall [Robert] Hooe and a gread With the Bote to Carry your Salt But she went to the Point to Take in the Salt as I thought But Went of[f] Without taking it and I fear Much to your Pregudis But you May Depend that it shall Come With the Next Bot Wee are Going On as Well as Wee Can I hope the *Resolution* Will Bee With you Sunday Next and the Skooner *friendship* By the Middell of Next Week the Brig <sup>2</sup> is hove down and Redy for flowr the Buchers are Salting the Beef the Sales are Making for Such as Want Small Sails and thing are Going Toler[a]ble But the Consumption of Cash is Grait With So Many Sundry things Doing – Pleas Send a Sum of Mony By the Barer Capt [William] Stone I Will Doe all I Can for you and Remain [&c.]

JeSee Hollingsworth

I thought you had Staves But Can find None to Dunnage the Vesells With am forst to By them

[Endorsed] By Capt Stone

1. Red Book, XVI, Md. Arch.
2. The brig *Friendship*, Captain John Martin.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN JAMES NICHOLSON <sup>1</sup>

No. 5

Sir Your last Letters gave us great reason to believe that we should Soon have the Accts relative to the Ship *Defence* Settled; we have waited some time expecting your coming down for that Purpose, we again beg Leave to remind you of the necessity there is, that those Accts should be settled. – we must insist on having it done Soon, or we shall be obliged to make out a peremptory order for your Attendance.

[Annapolis] Novr 14th 1776.

1. Council of Safety Letter Book, No. 2, Md. Arch. Nicholson had commanded the state ship *Defence*, and was now commanding the Continental frigate *Virginia* at Baltimore.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Thursday November 14th 1776

Resolved that the Navy Board be impowered and requested to purchase such Vessells that they may judge necessary for the use of the Commonwealth in order that this Board may be enabled to carry on the Trade directed by Resolution of the General Assembly.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 238.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston]

Thursday [14]th November 1776 –

The Pilot boat *Hibernia* being Out of repair, & at the request of the proprietors discharged the service. The Board are of Opinion That there is an Absolute necessity for Two Pilot Boats to attend the Bar, as they find that one Boat is not Adequate to the service, being frequently Obligated to be Cleaned – Therefore Resolved – that application be made to the President, Acquainting him of the Necessity of having Two Boats, Constantly to Attend the Bar & harbour of Charles Town, and that he will be pleased to give directions for the Purchasing, Building, or Hireing, another Boat, for that Purpose, – Agreed that the first Commissioner do wait on the President to Inform him of the above resolution –

1. Salley, ed., *South Carolina Navy Board*, 24.

MASTER'S LOG OF H. M. ARMED VESSEL *Cherokee* <sup>1</sup>

November 1776

Thursday 14

Do [St. Augustine] So 43.09W Distance 252 Leagues  
 ½ past 6 AM got up Topgallt masts out 3d TS1s at 8 out  
 2d reef TS1s at 10 TKd got up Topgallt yards do saw  
 2 Sail in the NE Qr ½ pt saw a Sail bearing NNE Steering  
 SW at 11 the *Raven* made our Signal to chace to the NE do  
 TKd. and gave Chace Do the *Raven* gave Chace to the N.

Lattd in 37.34N Long made 08.44 Et  
 First and middle parts Mode and fair Wear Still in Chace

at 1 PM fired 6 Shot to bring too the Chace 1/2 past 2 brot too the Chace She proved to be the *Esperance* a Smugling Sloop from Philadelphia bound to Charlestown So Carolina Laden with Flour and Lumber and under French Colours the Masters Name at 3 run down in the *Ravens* wake at 4 Joyned Co wth the *Raven* and brot too, to the Nord do sent a Midn and 2 Seamen on board the Prize at 7 Jno Mullens fell overboard out of the Prize and was drowned with all his Accoutrements on at 11 made Sail

1. PRO, Admiralty 52/1662.

15 Nov.

CAPTAIN JOHN PAUL JONES TO FIRST LIEUTENANT PHILIP BROWN<sup>1</sup>

by J. P. J. Captain of the American Ship of War the *Alfred* Senior Officer in the Original Fleet and Commander of the Present Squadron off the Coast of Newfoundland.

Sir

You are hereby Appointed Commander of our prize the Ship *Melish* And as she is now Manned Equiped and Armed for War you are to endeavour to keep Company with me and Observe and Obey all Signals made on board here. You receive herewith a copy of Signals for your government – Should we fall in with any of the Enemys ships of War you are directed to give us all possible Assistance – and you are to follow all future directions which you may receive from me.

Should You Unfortunately be Seperated from the Squadron You are to proceed with all possible dispatch for the most convenient Port within the United States of America – I would Advise you to Proceed thro' Nantucket Shoals to Rhode Island. – Your careful Attention to these things will secure my regard –

Given on board the Ship *Alfred*  
November 15th 1776

To Philip Brown Esqr

Commander of the Ship *Mellish*

By Order of the Senior Officer

James Hogan Secretary

1. Papers of John Paul Jones, 6509, LC.

CAPTAIN JOHN PAUL JONES TO ACTING LIEUTENANT JOSEPH ALLEN<sup>1</sup>

Sir You are hereby Appointed commander of our prize the Snow *Kitty* late from Gaspee for Barbados with a Cargo of Fish and Oil &c. You are directed to Navigate her with all possible expidition into the most convenient port within the United States of America – I would Advise you, if it can be done without much risque, to make Rhode Island your port. – be very careful of your Vessel

with her Cargo and Stores – and keep a careful lookout to prevent being surprised or retaken

Given on board the Ship *Alfred*

Novr 15th 1776

J. P. J.

1. Papers of John Paul Jones, 6508, LC.

MAJOR GENERAL WILLIAM PHILIPS TO LIEUTENANT JOHN SCHANK, R.N.<sup>1</sup>

The Boat from Tyonderoga called a Flag of Truce may be sent back with the persons who came in it. It is unnecessary to say more to these people than to repeat that his Excellency the Commander in Chief does not permitt Flaggs of Truce, or any Communication with the American Rebels unless coming to implore the King's Mercy – The allowing these Rebels in this Boat to return and not made prisoners is an Instance of the Clemency of his Majesty's Officers to these unfortunate people, but it is recommended to them to be careful how they venture within the posts of the Army as they will be treated as Spies.

Camp at St John's November 15th 1776

W. Philips M. Genl

To Capt Schanks commanding the Navil Department at St John's to be sent by him to Lt Longcroft and a Coppy of this may be given to the Rebels.

[Endorsed] Literal Copy of the Original

1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 491, NA.

CAPTAIN RICHARD PEARSON, R.N., TO VICE ADMIRAL RICHARD LORD HOWE<sup>1</sup>

My Lord,

Quebec November 15th 1776.

The Command of His Majesty's Ships and Vessels in the River St Lawrence having devolved upon me on the departure of His Majesty's Ships *Isis*, Captain Douglas, and the *Blonde*, Captain Pownal, who Sailed from hence the 8th inst. for England, it being thought impracticable for them to remain here in safety during the Winter; the *Blonde* having 64 of her Men upon the Lakes, it was judged more proper for her to proceed to England than to Halifax at so late a period of the Season; I must therefore beg leave to inclose to Your Lordship, the \*State and Condition, as also the Situation of His Majesty's Ships and Vessels now remaining in the River St Lawrence.

I also inclose You a Copy of a Letter from His Excellency General Carleton, to Captain Douglas, with a List of the Vessels and Number of Men which His Excellency thinks it necessary should be employed on Lake Champlain early in the Spring – these did not arrive till two Days after Captain Douglas's departure from hence; but as I judged he could not be got down the River farther than the Isle of Coudre, I dispatched Lieutenant Scott in the *Gaspie* Schooner after him, who overtook him before he had Sailed from thence, but the Schooner is not yet returned.

A few Days before Captain Douglas's departure from hence, he gave Orders for two Transports to be Loaded with Corn, Hay, Flour, and such other Things



as the Deputy Commissary to the Army at New York might think proper to be put on board them, and they to be dispatched forthwith to the Southward – The one of those Transports having two Men upon the Lake, and the Master of her representing it to me, that his Ships Company was not sufficient to Navigate her; and that he could not possibly proceed on the Voyage without the Assistance of two Men in lieu of those on the Lake; therefore in order that the Service might not be retarded, I thought it proper to put two Men on board of him belonging to His Majesty's Ship under my Command, with an Order to the Master to return them to the Commanding Officers Ship at New York on his Arrival there, that they may be returned to the *Garland* by the earliest Conveyance in the Spring.

It also appearing to me that by those Ships going thro' the Gut of Canceaux at this late Season of the Year, their passage would be greatly shortened; I have thought it for the good of the Service to order a Pilot to be put on board each of them, directing them to apply to the Commanding Officer on their Arrival, to procure a Conveyance for their return as early as possible in the Spring

His Excellency General Carleton arrived here [this day] from Montreal having withdrawn his Forces across Lake Champlain to Saint Johns, Montreal, Chambly, Trois Rivières [illegible] not being able to procure them sufficient Winter Quarters at Crown Point.

I have the Honor to be with the greatest Respect, My Lord [&c.]

Rd Pearson

\*N B: Included in the General Returns of the 15th Jan'y 1777.

[Endorsed] No 7 In Lord Howe's Letter of the 15 Jan'y 1777

1. PRO, Admiralty 1/487.

“EXTRACT OF A LETTER FROM CAPTAIN MURDOCK MACLAINE, OF THE ROYAL HIGHLAND EMIGRANTS COMMANDED BY LIEUTENANT COLONEL MACLEAN, TO A GENTLEMAN IN EDINBURGH, DATED HALIFAX, 15TH OF NOVEMBER, 1776”<sup>1</sup>

We sailed from St. Helen's the 9th of September, in Company with the *Euphrates*, *Artemisia*, *General Howe*, and *Success Increase*, Transports, under Convoy of the *Vulture* and *Hunter* Sloops of War. By the Attention and Vigilance of our Convoy, we kept Company till the 7th of October, when a violent Storm separated the whole Fleet, leaving not two Ships together. In two Days after we fell in with the *Hunter* Sloop, and continued with her till the 19th, when a most impenetrable Fog, which lasted 48 Hours, again deprived us of her Protection. In this Situation, and finding myself approaching the Enemy's Coast, at the Head of only 23 Recruits and four Volunteers, who had never seen any Service, and on whose Obedience alone I could depend, I thought it full Time to take Steps for our Defence in Case of an Attack. I accordingly communicated my Intentions to the Master of the Vessel, and his Inferior Officers, who readily said they would obey my Orders, and give me all the Assistance in their Power, but that they could not answer for the Sailors. Whereupon I immediately assembled the Crew, and, after pointing out to them what was likely to happen, and saying every thing I could to animate them, I told them, that in such an Event, I hoped they would behave like British Seamen. Their answer was, “They were not engaged on such

Condition; that if they should be disabled, they had no Claim on Government; and that even if they took a Prize, the first Man of War they met would take it from them." To obviate these Objections, I promised them a pecuniary Reward, and Protection in case they should receive any Hurt; upon which, with the Help of that persuasive Liquor called Grog, they gave me three Cheers, and swore they would not flinch, whatever should happen.

On the 23d, about 40 Leagues off Cape Race, at Four o'Clock in the Afternoon, we saw a Sail to Windward, bearing down upon us. We soon discovered her to be a Rebel Privateer. I immediately ordered every Man to his Station, and we stood our Course. A little after Five o'Clock, she came within 30 Yards of us, on our Larboard Quarter, and, after ordering us to strike, she saluted us with a Broad-side of her Carriage Guns, Swivels, and Small Arms: But being prepared for her, we returned the Compliment so briskly, that in less than an Hour she thought proper to sheer off. In Hopes of getting clear of her under Favour of the Night, we crowded all the Sail we could set; but we soon perceived that she was by much the fastest Sailer, and only lagged a-stern to keep Sight of us till Morning. To prepare, therefore, in the best Manner I could for another Engagement, I ordered up all the Hammocks to barricade the Decks, and after refreshing and encouraging the Men, I kept them on their Arms all night. About four o'Clock in the Morning we saw our Yankee Friend close at our Heels; and considering that by keeping to Windward he would attack our Lee, by which our Deck would be exposed, and his screened from our Fire, we determined to haul up our Courses, and go before the Wind, to be on as equal Terms as possible. This being done, we fired a Gun by way of Signal that we were ready for the Attack. He seemed so disconcerted by this Manoeuvre, that he laid his Sails to the Mast, and took Half an Hour to determine. After which he advanced on our Larboard Quarter, and raked us aft. He then came on our Starboard, and the Dispute was maintained with equal Keeness on both Sides till 11 o'Clock, when our Antagonist found it necessary to sheer quite off, with the Loss of several Men, and much Damage done to his Vessel. She appeared to be about 200 Tons Burthen, mounted 10 Carriage guns, 12 Swivels, and carried upwards of eighty Men.

It is very remarkable, that we had not a Man killed or wounded, though the Bedding, of which we made a Breast-work, was full of Balls. Several of the Soldiers Muskets were shot to pieces in their Hands, and considerable Damage was done to our Ship and Rigging.

By this Affair, I have had the good Fortune to save 20,000 l. Sterling to Government; and, as the principal Part of our Loading was Soldiers Clothing, the Rebels are baulked of what would have been a most valuable and seasonable Booty for them in their present ragged Condition.

The Activity and good Behaviour of Capt. Carey, his Officers, and Crew, cannot be too highly commended on this Occasion. We had only six Three-pounders, a few Swivels and 11. Sailors.<sup>2</sup>

1. *Public Advertiser*, London, January 8, 1777.

2. An account in the January 18 issue of the same newspaper reads:

A Correspondent says, Captain Murdock MacLaine's Friend in Edinburgh, who sent the Account of his Engagement with an American Privateer to our Paper, omitted a Circumstance that adds greatly to the Honour he acquired by his gallant Defence of

the Ship. — After the Action was over, Capt. Macklaine gave each of the Sailors Half a Guinea out of his own Pocket, and promised Reparation for the Damage done to the Vessel, which was considerable. Such spirited Conduct is very exemplary to all who command on board Transports, or indeed Merchant-men, and would, if followed, prevent those Yankey-Picaroon-Rascals from making so many Captures.

SIR GEORGE COLLIER TO THE CAPTAINS AND COMMANDERS OF HIS MAJESTY'S  
SHIPS AND VESSELS IN THE BAY OF FUNDY <sup>1</sup>

As there is a probability that several of the deluded People now in Arms against their Sovereign may attempt to ravage the Country in the Neighbourhood of Fort Cumberland, or some other Part of Nova Scotia, it is extremely necessary that the utmost Vigilance and Attention should be employed to repel and disperse such invaders, by the most vigorous exertion of the Kings Forces by Sea and Land in those parts.

You are therefore hereby required and Directed to co-operate with the Commanding Officer of His Majesty's Troops at Windsor, giving Him all the assistance and Succour You possibly can, and particularly in case of a Requisition for transporting troops, covering a landing, or any other Point which you think can tend to promote the Kings Service, for doing which this shall be your Order.

Given on board His Majesty's Ship *Rainbow* in the  
Harbour of Halifax the 15th of November 1776. --

Geo: Collier

(A Copy)

1. PRO, Colonial Office, 217/52, 342, DAC Photocopy.

JOSEPH RUSSELL TO BARNABAS DEANE <sup>1</sup>

Sir

Providence Novr 15. 1776

We are now to acknowledge the Rect of Your Favours under the 28th Ulto & 6th Inst which came to our Hands but a few Days since, otherwise should have been replied to before We embraced the first Opportunity & wrote Mr Mumford sending him an Extract of Your Letter desiring the Iron Caboose might be omitted & wishing that it might not do any Damage to him as we had no other View in the Matter than to ob[l]ige You & render a Peice of Service to the Continental Ship under Your Care <sup>2</sup> and we could have wished the Matter had so ended; but are sorry to tell You that he holds us to our Engagement as You will see by his Letter to us of Yesterdays Date which we here enclose —

We think it rather unfortunate that You did not know sooner that You could have the Iron Caboose made at Norwich as no Doubt it would have come much cheaper & have been more convenient [to] You to have it made there than here. However we really think ourselves justifiable in agreeing with him for it after the Rect of Your Letter of the 26th Sept which is as follows "I want for the Frigate under my Direction an Iron Caboose or Furnace the same Size that You have for Your smallest Frigate, You will much oblige me and serve the Publick at the same Time if You can procure & send me one of them. Our Forecastle to the Ship I believe is lower than Yours; perhaps it may make some little Difference in the Height of the Furnace."

The foregoing being a true State of this Matter we trust, Sir, You will not blame us for what we have done as our Intention was to serve You in Return for the Services You have rendered the Naval Committee about the Spars<sup>3</sup> – You will please to favour us with a Line by the first Opportunity that we may not have any Difference with Mr Mumford which we would wish to avoid –

The Naval Committee thank You for the Information of the two large Spars which got loose in the Sound and we have wrote to Mr Nathl Shaw of New London to use his best Endeavours to get them from Fishers' & Long Island to New London & from thence here; they are also glad that all the Spars are brought in from New Hartford and observe Your kind Intention of sending them here which we hope You will soon find an Opportunity of doing before the Season much farther advances –

In Behalf of Messrs Jos & Willm Russell

I am, Sir, with due Respect [&c.]

Jo: Dolb: Russell

1. Deane Papers, ConnHS.

2. Frigate *Trumbull*.

3. The Rhode Island Naval Committee.

PERMISSION GRANTED TO BRITISH PRISONERS IN RHODE ISLAND TO  
DEPART FOR GREAT BRITAIN<sup>1</sup>

State of Rhode Island – }  
and Providence Plantations. }

We the under described Persons who have hereunto set Our Hands do severally acknowledge that by Virtue of an Act of the General Assembly of the State aforesaid, we have received Permission from the Honorable Nicholas Cooke Esquire Governor of the said State to embark on board the Brigantine *Triton*, a Vessel purchased agreeable to the said Act of the General Assembly and to proceed with her to any Port in Great Britain and do severally promise and pledge our Words and Honors that we will not during the Continuance of the present War between the United States of America and Great Britain act or do any Thing directly or indirectly to the Prejudice of the said United States, or any or either of them, until we shall severally be exchanged for Prisoners belonging to the said United States: Dated at Providence this fifteenth Day of November in the Year of Our Lord One Thousand Seven Hundred and Seventy-six.

Gregor McGregor late Master, Robert Dennison Chief, and Alexander Harrison Second Mate of the Ship *Aurora* bound from St. Vincents to Glasgow, John Symons, and Robert Henry Apprentices on board the said Ship. Captured by the Private Sloop of War *Independence* Jabez Whipple Commander

George Leyburn late Master of the Brigantine *Lawrence* bound from Barbados to Newfoundland. Captured by the Brigantine *Andrew Doria*, a Ship of War belonging to the Continental Fleet commanded by Nicholas Biddle Esquire.

James Ramsay late Master, John Russell Mate of the Ship *Betsey* bound from Barbados to Glasgow, Robert Douglass an Apprentice on board said Ship and a Negroe Boy belonging to the said James Ramsay, Captured by the Private Sloop of War called the *Montgomery* William Rhodes Commander.



James Stable late Master, Thomas Cooke Mate of the Ship *True Blue* from Jamaica to Lancaster, and James Turner an Apprentice on board said Ship, Captured by the Brigantine *Cabot* a Ship of War belonging to the Continental Fleet, Commanded by Elisha Hinman Esquire.

William Room, late Master of the Ship *Jane* bound from Dominica to Bristol, Captured by the Private Sloop of War called the *Diamond* commanded by William Chace.

Henry Barnes late Master, Joseph Kirkbride Mate of the Bark *Eagle* bound from Barbados to Lancaster, and a Negroe Boy belonging to the said Henry Barnes, Captured by the Private Sloop of War called the *Montgomery* Daniel Bucklin Commander.

Thomas Kempsen late Master, William Kenwood Mate of the Ship *Star and Garter* bound from St Christophers to London, and Thomas Kempsen junr. Son of the said Thomas Kempsons, Captured by the Private Sloop of War called the *Diamond* Commanded by William Chace.

Thomas Martindale late Master, Daniel Watson Chief Mate and William Dickson Second Mate of the Brigantine *Triton* bound from Barbados to Whitehaven, John Quain, James Constable Jackson Barwise and Joseph Sudging Apprentices on board said Ship, Captured by the Private Sloop of War called the *Montgomery* Commanded by William Rhodes.

Jacob Snowball late Master, John Lowtill Mate of the Brigantine *Sally* bound from Antigua to London, Captured by the Private Sloops of War *Montgomery* and *Yankey Ranger* Commanded by William Rhodes and John Warner

Francis Farr late Master, John Hawkins Mate of the Ship *Blaze Castle* bound from Barbados to Bristol & Joseph Morgan Apprentice to the said Francis Farr, Captured by the Private Sloop of War called the *Sally* Commanded by James Munro.

John Ahier last Master, Peter Ahier Chief Mate and Philip Manguineaux Second Mate of the Brigantine *John* bound from Santa Croix to Dunkirk, Captured by the Sloops *Montgomery* and *Yankey Ranger* William Rhodes and John Warner Commanders.

Thomas Davis late Master, John Higgins Mate of the Brigantine *Bee* bound from Dominica to Lancaster, and John Mattson and James Nicholson Apprentices on board said Brigantine Captured by the Private Sloops of War *Montgomery* and *Yankey Ranger* William Rhodes and John Warner Commanders.

William Richardson late Master, Joseph Nicholson Mate Robert Brown Second Mate of the *Woodcock* a Transport Ship in the Service of his Britannick Majesty, mounted with Six Carriage Guns, who carried Soldiers from Cork to Quebec and upon his Homeward Voyage from Quebec to Spithead was captured by Thomas Stacey a private Vessel of War and brought into this State, and William Curry and Thomas Tiddeman and John Malone Apprentices on board said Ship.



Henry Davis late Master of the Schooner *Hannah* bound from Dominica to Newfoundland, Captured by the Private Sloop of War called the *Favourite* Abner Coffin Commander.

David McKay Chief Mate, Daniel Hastie Second Mate of the Ship *Peggy* bound from Jamaica to Glasgow, James Wylie and Daniel Moody Apprentices on board said Ship, Captured by the Private Sloop of War *Favourite* Abner Coffin Commander.

Christopher Clift late Master of the Schooner *Sally* bound from Nevis to London, Captured by the Private Sloop of War called the *Joseph* John Field Commander.

George Thew late Master, John Lamb Mate of the Ship *Thomas* bound from London to Quebec, George Hudson Apprentice on board said Ship, Captured by the Private Sloop of War called the *Hawk*[e] Arthur Crawford Commander

John Goodwin late Master of the Brigantine *Harlequin* bound from Nevis to London, Lester Goodwin Apprentice on board said Brigantine and a Negro Boy belonging to the said John Goodwin, Captured by the Private Sloop of War called the *Montgomery* Daniel Bucklin Commander.

Basil McConnell late Master, John Perry Mate of the Bark *Lowther* bound from Jamaica to London, Captured by the Brigantine *Cabot* a Vessel of War belonging to the Continental Fleet Commanded by Elisha Hinman Esquire.

George Casey late Master of the Brigantine *William and Mary* bound from Grenada to Corke taken by the Sloop *Revenge* a private Vessel of War Commanded by Samuel Dunn junr. Dennis McCaulay and William Garvin Apprentices on board said Brigantine.

Thomas Nastel late Master of the Snow *Friendship* bound from St Croix to Dunkirk and John Delamarche Nastel Apprentice on board said Snow taken by the Private Sloop of War called the *Revenge* Commanded by Samuel Dunn junr.

Robert Lindsay late Mate of the Brigantine *Carron* William Montgomery Master – bound from Honduras to Cork and William Bruce an Apprentice on board said Brigantine, Captured by the Brigantine *Industry* a Private Vessel of War Commanded by Thomas Childs

Patrick Montgomery late Mate of the Brigantine *Bee* John Baird late Master – bound from St Croix for Dunkirk Captured by the Continental Ship of War called the *Columbus* Commanded by Abraham Whipple Esquire.

John Goad late Mate of the Snow *Portland* Thomas Bramble late Master – bound from Grenada to Lancaster, Captured by the Private Sloop of War called the *Diamond* William Chace Commander.

Robert Brown late Mate of the *Oxford* John Stewart Master a Transport Ship in the Service of his Britannick Majesty bound from Glasgow to Halifax with a Company of Soldiers on board, Captured by the Brigantine *Andrew Doria* a

Vessel of War belonging to the Continental Fleet Commanded by Nicholas Biddle Esquire.

Richard Elmes late Chief Mate, George Pengilly Second Mate of the Snow *Friendship* Richard Sainthill Master – bound from London to New York, Captured by the Private Sloop of War called the *Washington* Commanded by Joseph Jauncey

William Briggs Apprentice to Mrs Briggs of Whitehaven in Great Britain Widow

William Fullerton and William McNeil Gentlemen belonging to Glasgow Passengers in the aforesaid Ship *Betsey* James Ramsay Master.

Alexander Cunningham and Reast Webb Gentlemen belonging to Bristol Passengers in the aforesaid Ship *Jane* William Roome Master.

Edward Brickwood, Planter – belonging to Antigua a Passenger in the Brigantine *Fanny* Captain Lighthourne bound from Antigua to London, Captured by the Private Sloop of War called the *Independence* Commanded by Jabez Whipple.

John Pleince of Corke – Passenger in the Ship *Royal Exchange* Lawrence Bodin Master from Grenada bound to London, Thomas Davis a Lad aged Eight years\* Passenger on board said Ship, taken by the Ship *Columbus* Abraham Whipple Esqr. Commander.

Daniel Cameron who was Cook of the aforesaid Ship *Aurora* Gregor McGregor late Master

William Skinner Apprentice to John McCarty later Master of the Ship *Union* from Jamaica bound to London Captured by the Private Sloop of War *Hawke* Arthur Crawford Commander.

Thomas Butts of London Passenger in the aforesaid Ship *Thomas* George Thew Master.

Richard Winstanley of London Passenger in the aforesaid Brigantine *Bee* Thomas Davis Master.

James Campbell Passenger in the aforesaid Ship *Peggy* David McKay Master.

Signed by all the above Persons in Presence of

Henry Ward Secry

1. Council of War Papers, Exchange of Prisoners, R.I. Arch.

#### JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

At a Meeting of the Governor and Council of Safety,

[New Haven] Novr 15th, 1776.

*Voted*, To draw on the Pay-Table in favor of Capt. Wm Coit for the sum of one thousand pounds for the use of the ship *Oliver Cromwell*, and to be in account. *Order d[elivere]d to Wm Coit Novr. 15th, 1776.*

*Voted*, To give orders to Col. Jedh Elderkin and Nathll Wales junr, Esqrs, to go to New London and to do everything in their power to send out the ship *Oliver Cromwell* on a cruise, and make report &c. *Order given Novr 15th, 1776.*

*Voted and resolved*, To appoint Jedh Elderkin and Nathll Wales junr, Esqrs, to examine into the truth of a representation that Capt. [Thomas] Kennedy of a ship loaded out from New York with wheat, bound to France, is manned with captives and prisoners taken by privateers, and that said Captain Kennedy is of a suspected character and it is supposed that the said ship and cargo will in all probability fall into the hands of the enemy. Said Elderkin and Wales to take such affidavits and other evidence as they think proper and material, and make report to the Governor and Council of Safety with all convenient speed.<sup>2</sup> *Order given for the above purpose, Novr 15th, 1776.*

Dr. Samll Lee of Windham is appointed Surgeon of the ship *Oliver Cromwell*. And his two apprentices are appointed 2d and 3d Mates under him in the order of their standing as apprentices, at the wages of £ 3 . . 0 . . 0 per month each.

1. Hoadly, ed., *Connecticut State Records*, I, 58, 59, 60.

2. See Nathaniel Shaw, Jr. to Governor Trumbull and the Council, November 14.



Mah	10	John Chatfield	Pilate	4..0..	8	5	32.13..4	
June	7	Nathan Doggett	Do	2.14..	2	13	6.16..2	
Augt	20	Recd full pay	Do	4..0..	2	25	11..6..8	
June	25	Ebenr nicholson	Capt Clerk	4.10..	4	20	21..0..0	
Marh	13	Shearman Lewis	1st Qr Mst	2.14..	4	17	12..6..7½	
Augt	1	Wages Rasd	pr mastr	4..0..	3	14	13..7..4	
Marh	13	Jona Silsby	2d Qr m	2.14..	8	2	21.15..7	
Do	-	Andrew Thorp	3d Do	2.14..	8	2	21.15..7	
Do	-	David Jinings	4th Do	2.14..	8	2	21.15..7	
June	8	George Newcomb	5th Do	2.14	5	7	12.15.11½	
July	1	John Lewis	6 Do	2.14..	4	14	12..1..1	21..6..8
Marh	10	Ezra Bushnal	Surgn mat	4..0..	5	10	21..7..6	18..1..
Augst	20	Recd Surgns pay	Surgn	6..8..	2	25	17.19..4	
Marh	25	Henry taylor	B 2d mate	2..8..	7	20	18..7..8	
Do	6	Wm Higgins	1st mate	2.16..	8	09	27..5..0	
Apr	15	Asail Smith	1st Pr mast	4..0..	7	00	28.00..0	
Marh	10	Rial m:house	phifer	2.14..	8	5	22.00.11½	
Do	12	Simon Desbrow	Sea:mn	2..8..	8	3	19.08..9	£908.15..0½
The Sum of this List is 913.12..6 [illegible]								
March	6	Joseph Squire	Lieut	5..8..	8	9	44.16..4½	
			Mareens					
Ditto		Thomas Elwood	1st Sergt	2..8..	8	5	19.12..0	
Ditto		Nehemiah	2d Ditto	2..8..	8	5	19.12..0	
		Whitney						
Ditto		Joseph Minor	3d Ditto	2..8..	8	5	19.12..0	£ 18..0..-
Ditto		James Jennings	4th Ditto	2..8..	8	5	19.12..0	17.12..-



A Pay List of Capt'n Harding Officers & men belonging: to the *Brigg Defence* [November 15, 1776] —[continued]

1776 Day of month:	Mens names	Rank	wages pr Month	Time of Dis-charge	Months in Service	Days in Serv	Whole amount of wages—
[March 6]							
Ditto	Charles Maus	5th Ditto	2..8..		8	5	19.12..0
Do	David Parret	Mareen	2..0..		8	0	16..0..0
Ditto	Isaac Elwood	Do	2..0..		7	24	15.12..0
Do	John Still	Do	2..0..		7	24	15.12..0
April 11	Francoes Woodburn	Do	2..0..		7	4	14..5..4
March 16	Benjamin Darrow	Boy	1.10..		7	29	11.19..0
Ditto	George Battisson	Mareen	2..0..		7	29	15.18..8
Ditto	Abraham Buckley	Seaman	2..8..		7	29	19..2..5
Ditto 13	Gideon Allin	Mareen	2..0..		8	2	16..2..8
Ditto 6	Nathan Squire	Ditto	2..0..		8	9	16.12..4
Ditto 24	Samuel Taylor	Do	2..0..		7	21	15..8..0
Ditto	Samuel Raymong	Do	2..0..		7	21	15..8..0
Ditto	Stephen Hays	Do	2..0..		7	21	15..8..0
							14..0..0

Ditto	David Meaker	Do	2..0..	7	21	15..8..0
Ditto	Guilbard Dudley	Do	2..0..	7	21	15..8..0
Ditto	David Patchin	Do	2..0..	7	21	15..8..0
Ditto	Joseph Battison	Do	2..0	8	5	16..8..8
Novmr	8 Francoes Butler	Seaman	2..8..	0	7	0.11..1
Ditto	9 Joseph Rowley	Do	2..8..	0	7	0.11..1
Ditto	Peter Curtis	Do	2..8..	0	6	0..9..6
Ditto	Wm Williams	Do	2..8	0	6	0..9..6
June	1 Silas Dagget	Do	2..8..	1	17	3.15..2
Do	Jno. Hazelton	Qr Gunr	2.14	1	17	4..4..4½
Do	Cornelius Dunham	Seaman	2..8..	5	8	12.12..8
Do	Barzilla Luce	Do	2..8..	5	8	12.12..8
Do	Samuel Norris	Do	2..8..	5	8	12.12..8
June	15 Simeon Spencor	Armr Mt	2.14..	1	13	3.17..4½
July	8 Recd Full Pay	Mastr Armr	4.10..	3	17	16..0..6
June	5 Calob Dyar	Qtr Gunr	2.14..	3	5	8.11..0
Sept	20 Recd Full Pay	Gunr Mt	3..4..	1	25	5.17..4

24 July  
Ditto

£475..0..4½  
8..0..0

Deduct

March	6 Joseph Whitmore	Seaman	2..8..	8	9	467..0..4½	Exam'd
Ditto	Jno May	Do	2..8..	8	9	19.18..5	£20..7.11
Ditto	Guillam Vease	Cockswain	2.14..	8	9	19.18..5	
Ditto	Thomas Gray-stock	Seaman	2..8..	8	9	22..8..0	
						19.18..5	20..9..6

The Sum Against Each mans name that is alterd in this Collum Was at the pay table not having the Right time of Entry from Clark Jinnings

A Pay List of Capt'n Harding Officers & men belongg: to the *Brigg Defence* [November 15, 1776]—[continued]

1776	Day of month:	Mens names	Rank	wages pr Month	Time of Dis-charge	Months in Service	Days in Serv	Whole amount of wages—	
[March]	21	Martin Patchin	Do	2..8..		7	21	18.14..5	18.19..1
Ditto	17	Edward Brown	Ditto	2..8..		7	28	19..0..0	
May	21	George Moyer	Do	2..8..		6	8	15..0..0	
April	10	George Negro	Do	2..8..		7	5	17..2..0	
March	12	Gabril Allin	Do	2..8..		8	3	19..8.10	
Do		Russil Disbrow	Do	2..8..		8	3	19..8.10	
May	1	Jona Poor	Do	2..8..		7	15	17..0..0	
Ditto	21	Jona Colkins	Do	2..8..		5	22	13.16..6	
Ditto		Jona Jervis	Qr Gunr	2.14..		5	22	15.10..6	
Ditto		Nathaniel Jervis	Seaman	2..8..		5	22	13.17..7	
June	25	Win Bolton	Do	2..8..		4	20	11..4..0	
March	6	Joseph Bartran	Do	2..8..		8	9	19.18..4 $\frac{3}{4}$	
June	7	David Norton	Do	2..8..	Novmr 8	5	1	12..1..7	
March	25	Henery Disbrow	Marcen	2..0..	Octr 18	6	23	13.10..0	
Do		James Judson	Do	2..0..	Augt 29	5	4	10..2..8	
Do	6	Oliver Midel- brooks	Seaman	2..8..	Novmr 8	8	2	19..6..2	
Do	21	Ezekiel Canfield	Do	2..8..	Do	7	22	18.11..7	
April	10	James Barton	Do	2..8..	July 22	3	12	8..3..2	
May	26	Jno Oconnor	Do	2..8..	Do	1	26	4..9..8	
Do	21	Ebinezar May	Qtr Gunr	2.14..	Octr 2	4	9	11..2..5	10..9..2
Do	18	Zephaniah Hatch	Seaman	2..8..	July 23	2	5	5..4..0	6..8..—

This alteration is By not having the Right time of Entry from Clark Jinnings

March 21	Morris Griffin	Do	2..8..	June 22	3	1	7..5..7
Do	Thomas Reed	Do	2..8..	Do 27	3	6	7.13..6
April 10	Richad Hunt	Mareen	2..0..	July 29	3	19	7..5..4
March 13	Josiah Walker	Do	2..0..	Octr 15	7	2	14..2..8
May 24	Abraham Sturgis	Boy	1.10..	Novmr 9	5	15	8..5..0
Do	Abraham Cable	Mareen	2..0..	Do 8	5	14	10.13..5
May 29	Roburt Crage	Gunnr Mt	3..4..	Augt 23	2	24	8..5..1
Do	Isaac Cottle	Seaman	2..8..	Novmr 8	5	9	12.14..5
March 10	Israel Clefford	Mareen	2..0..	Octr 12	7	2	14..2..8
August 21	James Greer	Seaman	2..8..	Novmr 10	2	19	6..6..5
March 10	Gideon Wells	Surgeon	6..8..	Augt 20	5	10	34..2..8
Do 13	Richardson minor	Armr	4.10..	July 28			£515.13..0
							20.15
					added		536..8..0
							1.16..1
May 24	Nathan tupper	md:rene	2..0..	July 24	2	0	538..4..1
June 15	James young	Seam	2..8..		5	0	4..0..0
March 13	Benjin Gates	Boy	1.10..		8	2	12..0..0
Do	Wm burnett	Do	1.10..		8	2	12..2..0
Do	Eleazer buckly	Do	1.10..		8	2	12..2..0
Do	Francis Swords	Do	1.10..		8	2	12..2..0
Do	Seth bur	Do	1.10..		8	2	12..2..0
July 1	Anthony manuel	Seamn	2..8..		4	14	12..2..0
May 29	Wm hooks	Do	2..8..		5	17	10.14..5
							13..7..1½
							Exam'd
							£16..2..6

A Pay List of Capt'n Harding Officers & men belonging: to the *Brigg Defence* [November 15, 1776] —[continued]

1776 Day of month:	Mens names	Rank	wages pr Month	Time of Dis-charge	Months in Service	Days in Serv	Whole amount of wages—	
[May 29]								
Do	Jno mitts	Do	2..8..		5	17	13..7..1½	15..8..9
Do	Jona Alden	Sail M	3.12..		5	17	20..0..9	
Do	Valentine Skiff	Seam	2..8..		5	17	13..7..1½	
augt	9 Thos menter	Do	2..8..		3	6	7.13..6	
Do	18 Wm murry	Do	2..8..		2	27	5..5..4½	
Novr	8 Josiah Willey	Do	2..8..		0	7	0.11..2	
	8 Jno Holms	Do	2..8..		0	7	0.11..2	
	10 James Alden	Do	2..8..		0	5	0..8..1	
augt	20 Prosper brown	Qr mastr	2.14..		2	25	7.13..0	
	20 Samel balden	Seam	2..8..		2	25	6.15..7	
	20 Robert fowler	Do	2..8..		2	25	6.15..7	
	20 Christopher Lew's	Do	2..8..		2	25	6.15..7	
	20 Jno Davis	Do	2..8..		2	25	6.15..7	
	20 Wm Shelden	Do	2..8..		2	25	6.15..7	
	20 Able Spicer	Do	2..8..		2	25	6.15..7	
	28 Pelatiah Peas	Do	2..8..		2	25	6.15..7	
	28 Stephen peas	Do	2..8..		2	17	6..2.11	
July	1 Thos norris	Do	2..8..		2	17	6..2.11	16..3..9½
augt	20 John bond	Do	2..8..		4	14	10..0..2½	
					2	25	6.15..7	
								The Sum in this Column against each mans name is alterd at pay table By not having Right Time of Entry from Clark Jinings -



May augst	24	Lebbeus Quy	Do	2..8..	2	25	6.15..7	5.18..9
	29	mosses Cam	Do	2..8..	5	16	13..5..4	
	20	James Davis	Do	2..8..	2	25	6.15..7	
	20	Turner Harding		2..0..	2	25	5.16..8	
	28	West Doggett	Boy	1.10..	2	17	3.17..0	
May	20	Jno Kazer	Seam	2..8..	2	25	6.15..7	
	20	Benjn Rockwell	Do	2..8..	2	25	6.15..7	
	18	Thos Crandal	Do	2..8..	2	27	6.19..9	
		omittd anthony Paint Wages					4..0..0	
		not added to amount Current						
the Within List No 1				£913.12..6	add for short Cash		299.15..0½	
add for 4 days short Cash on				1..5..5	in 4 Persons Wages		11..8..6½	
Capt Hardings Wages				24.15..0			£311..3..7	Exam'd
264 Days of Capt Harding a 3 Rations								
p Day is 792 Rations a 7½								
Amo of 2d Pay List				939.12.11				
do 3d do				467..0..4½				
do 4 do				538..4..1				
				311..3..7				
Whole Amo				£2256..0.11½				

1. Conn. Arch., 1st Series, IX, 79a-82, ConnSL.
2. "Time of Payment" column omitted from this extract gives November 15 date.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT BRIG *Defence*<sup>1</sup>

1776		The Brig <i>Defence</i> Capt Harding		
Octo	4	To Cash pd Eb Nicholson as p Rect	£	2.14..-
	5	To 1 Anchor 7 Ct & stocking of do 12/		20..4..-
		To Cash pd Josiah Burnham		6..0..-
		To Cash pd Henry Billings		9..0..-
		To 40 ft boards for Tool Chest		0..3..4
		To Cash deld Capt Harding as p Rect		152.14..-
	10	To Cash as p Rect deld ditto		188..4..6
	12	To ditto as pr do deld ditto		102..6..-
	16	To ditto as pr do deld ditto		100..0..-
	19	To ditto as p do deld ditto		150..-
	25	To ditto as p do deld ditto		216..0..0
Nov	4	To ditto as p do deld Burnham <sup>2</sup>		9.18..-
	8	To ditto as p do deld Capt Harding		50..2..-
	15	To ditto as pr do deld Lieut [Samuel] Smedley		12..-..-
				<hr/>
				1019.15.10
				<hr/>
				To 2 G Oile 15/ Red Lead /12d
				20 7 4
				<hr/>
				To ½ bar Tarr 15/, 2 keg Lampblack
				999..8..6
				To 14 lb White Lead
				To 2 Gal Oile 2 G do 2 g do Cash advanced
				To 8½ G Rum 3 G do 3½ do 3½ do Thos Greystock
				1.10..-
				<hr/>
				1000.18..6
				To 1 Ton Bread from Cheeks &c And Huntington
				To pd Cartage 36/,
				To pd John Braddicks Bill of freight 80/3

1. Shaw Papers, 1775-1782, Ledger 9, YUL.

2. Josiah Burnham was master of the *Defence*.ADMIRAL RICHARD LORD HOWE TO LIEUTENANT THOMAS BARKER, R.N.<sup>1</sup>*Eagle* off New-York Nov 15th - 1776 -

Lieutenant Barker is to repair in the pilot Tender with a Flag of Truce to the Port of New London in Connecticut, having charge to Negotiate on the part of Lord Howe with the principal Inhabitants or persons of greatest authority in that Colony an Exchange of Prisoners, Officers for Officers in each Class and Sailors for Sailors, according to the inclosed List of American Prisoners now on Board the Fleet -

Mr Wm Howland is permitted to attend Lieutenant Barker in view to forward the proposed Exchange by such means as his knowledge of the Country & principal Inhabitants shall suggest – Mr Howland is permitted to land from the Tender in Consequence being by his parole engaged to return with Lieutenant Barker to receive the benefit of the general Exchange if it take place or otherwise to remain under the Circumstances of Restraint from which he is temporarily released for the purpose before-mentioned

Howe

Coppy

1. Conn. Arch., 1st Series, V, 127, ConnSL.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Friday, November 15, 1776

The Secret Committee having reported, that the cargo belonging to the continent, imported in the *Hancock & Adams*, consisted of the following articles, viz. 72 chests of arms, 311 barrels of gunpowder, 338 pigs of lead, 9 casks of gun flints, 1 case of pins, 133 barrels of tin plates, 5 cases of iron wire, 70 casks of salt petre, and 10 bales of merchandise:

*Resolved*, That the Secret Committee direct the entire cargo of the *Hancock & Adams* to be landed at Bedford, and deposited in places of safety, under the care of the committee of that place, until ordered from thence:

Congress took into consideration the report of the committee to whom that part of the report of the Marine Committee relative to the pay and rank of the marine, was recommitted;

Whereupon,

*Resolved*, That a bounty of 20 dollars be paid to the commanders, officers, and men of such continental ships or vessels of war, as shall make prize of any British ships or vessels of war, for every cannon mounted on board each prize, at the time of such capture, and 8 dollars per head for every man then on board and belonging to such prize:

That the rank of the naval officers be to the rank of officers in the land service, as follows:

Admiral	as a	General,
Vice Admiral		Lieutenant general,
Rear Admiral		Major general,
Commodore		Brigadier general,
Captain of a ship of 40 guns and upwards		Colonel,
Captain of 20 to 40 guns		Lieutenant colonel,
Captain of 10 to 20 guns		Major,
Lieutenant in the navy		Captain.
That the pay of all officers and men in the American navy, from the date of		

the new commissions, under the free and independent states of America, be as follows per calendar month:

	Ships of 20 guns and upwards.	Of 10 to 20 guns.
Captain,	60 dolls.	48 dolls.
Lieutenant,	30	24
Master,	30	24
Master's mate,	15	15
Boatswain,	15	13
Boatswain's mate,	9½	9
Gunner,	15	13
Gunner's mate,	9½	9
Surgeon,	25	21⅔
Surgeon's mate,	15	13⅓
Carpenter,	15	13
Carpenter's mate	9½	9
Cooper,	9	9
Midshipman,	12	12
Armourer,	9 dolls.	9 dolls.
Sail maker,	10	10
Sail maker's mate	8⅓	8⅓
Yeoman,	8½	8½
Quarter master,	9	8½
Cook,	9	8½
Coxswain,	9	9
Captain's clerk,	15	12
Steward,	10	10
Chaplain,	20	none
Yeoman of powder room	9½	9
Master at arms,	10	9
Seamen,	8	8

That vessels, under ten guns, to be commanded by lieutenants:

That the pay of the officers in such vessels be,

Lieutenant commanding,	30 dollars;
Mates,	15
Boatswain,	12
Gunner,	12 dollars;
Carpenter,	12

The other officers and men the same as in vessels from 10 to 20 guns:

Marine officers, –

Captain,	30 dollars.
Lieutenant,	20 dollars.

Non-commissioned officers and soldiers the same as in the land service.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO GOVERNOR NICHOLAS  
COOKE<sup>1</sup>

In Secret Committee of Congress –

Philada Novr 15th 1776

Sir

We received a letter last week from Capt Samuel Smith junr Commander of the Ship *Hancock & Adams* belonging to Mr Blair McClenachan of this City informing us of his arrival with that Ship and Cargo at the port of Bedford in Massachusetts. His letter is dated the 1st instant and he Says that in Latitude 38..29 and Longitude 65..23 he fell in with the *Game Cock* Privateer of Rhode Island Commanded by Capt Timothy Peirce of Providence, who brought him too examined his papers and finally determined to make Prize of his Ship and cargo, under pretence of her having two or three Sets of Papers, and accordingly he put a Prize Master and men onboard the Ship taking out Captain Smith his officers and men also some passengers, but Capt Smith after entreating him for thirteen hours got Liberty to go onboard his Ship Again and was Sent in with her to the Port of Bedford where he now is. We Chartered this Ship in Feby last to perform A Voyage from hence to Lisbon thence to France and back to this Port on Account and risque of the United States (then Colonies) of America. The Ship had the voyage before Narrowly escaped being Seized in Ireland in Consequence of an attempt to take in Gun Powder to be brought hither and Mr McClenachans Friends found it necessary to take out A New Register for her there in order to screen her from the intended Seizure. When We Chartered her this Irish Register was deemed a fortunate Circumstance as the Restraining Act of Parliament was not then known to us, and having her cleared from the Customhouse here for Falmouth Under that Register, with Bills Loading Invoice and letters Suited thereto, it was presumed wou'd carry her Clear of Seizure by British Men of War Should any of them Meet her on the outward passage. Our Instructions to Captain Smith are dated the 22nd Feby 1776 & recapitulate all these Circumstances, after Which they direct him peremptorily to proceed for Lisbon and there deliver his Cargo to Messrs Pasley & Co: of that place, unless they direct him to A better Market, after which he Was ordered to proceed to Nantes and receive from our Agent a Cargo of Arms, ammunitiion and other Goods or Merchandize and then to return to this Port with that Cargo on Accot of the United Colonies. It seems that when Captain Smith first fell in with the *Game Cock* he feared she was his Enemy as no Letters of Marque were granted by Congress when he departed from hence, he therefore on his first examination produced to Capt Peirce only his Irish Register and Shipping Paper, but when he Saw the Commission Signed by Mr Hancock he then produced All his Papers and amongst the Rest our Orders to Captain Smith which must have fully and Clearly explained to Any man of Common Sense and common honesty the Nature of the Voyage, and if the love of Plunder had not prevailed over every other consideration Capt Peirce would have released the Ship, especially as there were on board Four French Gentlemen and their Domesticks, two of whom we suppose to be officers, and two Manufacturers with their people whom we wrote for by Order of Congress, and there can be little doubt but they would make Capt Peirce Sensible that the Ship was in the Continental Service. In Short we have laid this Matter before Congress and Capt Peirce's Conduct is



judged to be extremely Criminal, but it is a just and commendable Maxim Not to condemn any Man Unheard and the Congress passed on this occasion the Resolve of which you will [find] a Copy inclosed.<sup>2</sup> Now sir, it is our duty to inform You, that the public Service is exceedingly injured by this transaction, for every Article of this Ships Cargo (Which belongs to the Continent) is and has been Much Wanted for some time past

If Capt Peirce had not interrupted the Ships voyage She Would in all probability been Safe in this port some Weeks Since, and the Several articles before Now have been With the Army, instead of which they are Now onboard Ship at a Port distant from the Army, and the delay, danger, and expence of transporting them will be Very Great. Indeed the public are also insurers on the Ship and obliged to deliver her to the owner in this Port at their Risque, We cannot help mentioning that this is the Second or third instance of the Kind, and unless Such practices are discouraged in the beginning there is no knowing what lengths the Privateers may go, in short it is laying the foundation for breaking the union of America and opening the door to prey upon each other. We do therefore most earnestly entreat you, to order the Strictest Scrutiny into the Conduct of this same Capt Peirce, discover what reasons he can offer in his justification, and if they are not satisfactory we Shall order him to be prosecuted for the penalty of his Bond and sued for damages. We observe by a Copy of his letter to his Owners he acknowledges capt smiths orders were signed by Some Members of Congress, but he objects that they are interlined with different hand Writing and different Ink and without any Seal or permit from the President, but all this will not avail, he must give Much Stronger reasons than these or those he Calls a Foible before he will be justified in the Eyes of the Publick. We think it of the utmost importance to check this improper Hunt for Plunder, and hope you will exert your self in Support of So Salutary a measure – We have the honor to remain Your Honors [&c.]

Rob<sup>t</sup> Morris –  
Richard Henry Lee  
Phil. Livingston  
Fra: Lewis

1. Letters to the Governor, 1776, vol. 8, R. I. Arch.

2. See Journal of the Continental Congress, November 13, 1776.

#### JOHN HANCOCK TO THE MARYLAND CONVENTION <sup>1</sup>

[Extract]

Gentlemen,

Philada Novr 15th 1776.

Since dispatching the Express yesterday, with Intelligence that a Fleet of above one Hundred Vessels had left New York, the Congress have received a Letter from Genl Green [Nathanael Greene] containing further Accounts; a Copy of which in Obedience to their Commands, I now enclose.

It appears from this Information, that Lord Dunmore is to take the Command of a Fleet, bound for the Southward, and said to be for South Carolina. But as it is by no Means certain against which of the Southern States, the Expedition is designed, it is highly necessary you should be on your Guard. I shall not

detain the Express, only to add that you will make such Use of this Intelligence as the Importance of it requires. I have the Honour to be, Gentlemen [&c.]

John Hancock Presid

1. Red Book, VI, Md. Arch.

# MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] Novem'r 15th, 1776.

Jno. M. Nesbitt, Esq'r was directed to pay the following Acco'ts.

Samuel Wheeler for the Balance of his Acco't, for Work done for Chevaux de Frize, £ 441 15 5½,

John Williams & Jacob Comly, for Halling Timber for the Armed Boat *Delaware*, £ 8 11 3.

Mr. [Robert] Towers was directed to deliver Capt. Wm. Brown 60 Pikes, 45 Cutlasses, 2000 Musket Cartridges, 24 Puping Horns, 24 Bitts & 24 Prickers, for the use of the Floating Battery *Putnam*.

Capt. Wm. Richards was directed to provide for Capt. Wm. Brown 20 Stand of Irons & Handcuffs for the *Putnam* Battery.

1. *Pennsylvania Colonial Records*, XI, 5.

# VIRGINIA NAVY BOARD MEMORANDUM <sup>1</sup>

Mem.

Williamsburg Nov. 15th 1777 [*sic* 1776]

The Commissioners of the Navy agree with Majr Samuel Harwood for a Vessel he has now a building at Wionoak, her dimensions being as follows, fifty one feet keel, twenty feet beam and ten feet hold, which he the said Harwood hereby obliges himself to have finish'd in the best and most workmanlike manner, with such number of Gun Ports, and fitted with such Masts, Bowsprits, Yards, Rudder Irons, Bolts and Cleats as the person to be appointed by the said Commissioners to receive her shall think proper for her being properly rigged as a Brigantine, the said Vessel to be furnished as above, and deliver'd a Float in good order at Minges Ferry by the first day of February next, for which Vessel the said Commissioners do agree to pay on her delivery after the rate of £ 6 . . 5 . . p Ton, this agreement made & enter'd into this 15th day of Nov. 1776 –

Samuel Harwood

Thomas Whiting 1st Comr

Witness B. C. Waller

1. Navy Board Letter Book, VSL.

16 Nov.

# CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

*Alfred* off the Coast of Cape Briton

Gentlemen

16th Novr 1776.

Inclosed you have a copy of my last letter from this Coast We have manned the *Mellish* and Mounted her with Ten Guns I have given the Command to Lieutenant [Philip] Brown. – We this morn'g took the Snow *Kitty* of London bound from Gaspee for Barbados with Oil and Fish &ca by her I understand

that the harbours in that District had been frozen up for some time before She Sailed – this is by no means an encouraging Account to me as it lays me under the greatest Apprehension that the port of my distination may be in the same condition – besides the Stormy and contrary winds still Prevail and the *providence* and *Alfred* keep each a pump going – I will however pursue the Expedition while their is a possibility of Success – I have hopes of being in one of our ports by the 10th of Decr – meanwhile I have the honor to be with much Esteem and Respect Gentlemen [&c.]

J. P. J.

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 101–02, NA.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Saturday  
Novr. 16th. 1776 ]

The Committee of both Houses to whom was referred sundry petitions relating to Capt Jeremiah Obrien, & Capt [John] Lambert, and several Charges, and Accusations against Capt. Obrien, have attended that Service, & examined divers Evidences produced, and ask leave to report as follows. – viz: That with respect to the demand of William Hazen for Damages, and Detention of his Vessel, your Committee are of Opinion, that the said Obrien's taking the Schooner *Polly*, & bringing her into port, may be justified as there was sufficient reason for his suspicion of her going to supply the Enemy, that therefore he is not intitled to any damages for Detention. –

As to the Demand of said Hazen. for Embezzlement – Your Committee upon the strictest Enquiry find that a number of Articles as mention'd in the annexed Account were taken out of said Schooner, and the said Hazen ought to be allowed by this State for the same amounting to the Sum of Thirty five pounds Eighteen shillings. & six pence. as the Articles were for the Vessels Use; but we find that the said Vessel reed. an Anchor, & Cable belonging to this State which your Committee estimate as Fifty three pounds, so that there appears a ballance due to this State from sd. Hazen the Sum of Seventeen pounds. One Shilling. and six pence, but they find sundry Articles that Capt Obrien, & Capt. Lambert received from said Schooner, as contained in the Account herewith exhibited. amounting to Twenty four pounds five shillings, & four pence, which being deducted from said Ballance leaves the sum of Seven Pounds, three shillings, & ten pence due to said Hazen. therefore report a Resolve for payment of said Sum; and what is deducted for supply to Capt. Obrien and Capt Lambert, Your Committee judge ought to be deducted out of their Wages. –

Your Committee have examined several Witnesses concerning what has been suggested of Capt Obrien's making up his Roll for more than he ought to have done, and it appears the said Obrien has received from this State by Virtue of said Roll the Sum of Nine pounds 18/, which he ought not to have received as appears by a List herewith exhibited, and your Comtee. are of opinion that the said Obrien is accountable to this Court for that Sum as so much unjustly received

All which is humbly submitted –

Henry Gardner p order

Resolved that there be paid out of the Treasury of this State to Mr. William Hazen the Sum of Seven Pounds, Three Shillings, & ten pence in full for the ballance of what was taken out of the Schooner *Polly* by Capt Obrien, & Capt Lambert. —

In Council. Read, & sent down. —

In the House of Representatives. Read. & Accepted. —

In Council. Read, & Concurred. —

Consented to by 15 of the Council. —

i. Mass. Arch., vol. 36, 163, 167–68, 170.

*Providence Gazette*, SATURDAY, NOVEMBER 16, 1776

Providence, November 16.

Sale by Auction.

On Tuesday next, the Nineteenth Instant, at Ten o'Clock in the Forenoon, at Capt. Joseph Tillinghast's Wharff, will be sold the Schooner *Property* (a well-built Vessel, and a good Sailer) together with her Cargo, consisting of One Hundred Hogsheads of choice Melasses; a Quantity of Coffee, Cotton, &c. The Sale to begin at Ten o'Clock in the Forenoon.

John Lawrence, Vendue-Master.

Providence, November 16, 1776.

Notice is hereby given that on Tuesday next, at Ten o'Clock in the Forenoon, at Capt. Christopher Sheldon's Wharff, in Providence, will be sold, at public Vendue, the Ship *Woodcock*, with her Cargo and Stores, consisting of Sea Coal, Butts, &c. 6 Carriage Guns, 4 and 3 Pounders, 2 Cohorns, &c.

Providence, Nov. 5 [*sic* 15].

Whereas Benjamin Pierce Commander of the Sloop *United States*, did on the 19th Day of September last capture on the high Seas, and send into the Port of Warren, the Brigantine *Polly*, Robert Nelson, Master and Owner, from North-Carolina: And whereas it appears that the said Brigantine was not employed in any illicit Trade, but, on the contrary, that the said Robert Nelson's Intentions, can in no way be proved to be inimical to the American States, and that he was bound to Lisbon, agreeable to Permission obtained from the Provincial Convention of North-Carolina, signed by Cornelius Hartnett, President.

Therefore we, the Owners of the Sloop aforesaid, do hereby give up and entirely discharge said Brigantine, her Tackle, Apparel, Furniture and Cargo, unto the said Robert Nelson, utterly renouncing any Right, Title or Pretence to her, of any Nature soever. In Testimony whereof we have hereunto subscribed our Names, this 29th Day of October, 1776.

Sylvester Child,	William Lewis,
Nathan Miller,	Shubael Burr,
John Child,	Cromel Child.

Test. Peter Turner,      Moses Turner.



NATHANIEL SHAW, JR. TO DANIEL TILLINGHAST, CONTINENTAL AGENT FOR RHODE ISLAND <sup>1</sup>

[Extract]

New London Nov 16 1776

Sir I Recd a letter from the Marine Comtte at Phila desiring I would send them an Accot of their part of all the Prizes bro't into this Port &c every three Months, I suppose you have or will soon Receive the same Directions, you would much oblige me if you would let me know the Coms you charge on the Continents part, also on the peoples share, and whether you charge Storage of Goods that are Landed before the time of Sail. . . . The Continental ship that was built in this State <sup>2</sup> is now ready to sale wants only Two Large Cables & where we shall git them I cannot tell unless you take them from sum of the Large Prize Ships that are bro't into your State should be glad you would consult with the admiral <sup>3</sup> about the matter for I think if we had them we should soon be in readiness for a cruse. I am Sir [&c.]

1. Shaw Letter Book, YUL.

2. Frigate *Trumbull*, Captain Dudley Saltonstall.

3. Commodore Esek Hopkins.

JOURNAL OF H. M. S. *Emerald*, CAPTAIN BENJAMIN CALDWELL <sup>1</sup>

November 1776

Up the North River.

Saturday 16th

at 1 AM came from the *Eagle* a Longboat & a petty Officer, at 1/2 past 4 weighed & came to Sail & Sail'd about 2 Miles above the Advance post, in order to cut off [f] the Retreat of the Rebels to the Jerseys, as the Armies was Engaged, at 9 observed the Rebels bringing Cannon down abreast the Ship, weigh'd & warped down and Anchd in 9 fathom Water, Veered to 1/3 of the Cable.

Fresh breezes & Cloudy Wear – heard the report of several Guns to the North of the Advance post on York Island: employed occasionally, heard fort Washing[ton] was taken & delivered themselves up as prisoners of War.

1. PRO, Admiralty 51/311.

JOURNAL OF H. M. S. *Pearl*, CAPTAIN THOMAS WILKINSON <sup>1</sup>

November 1776

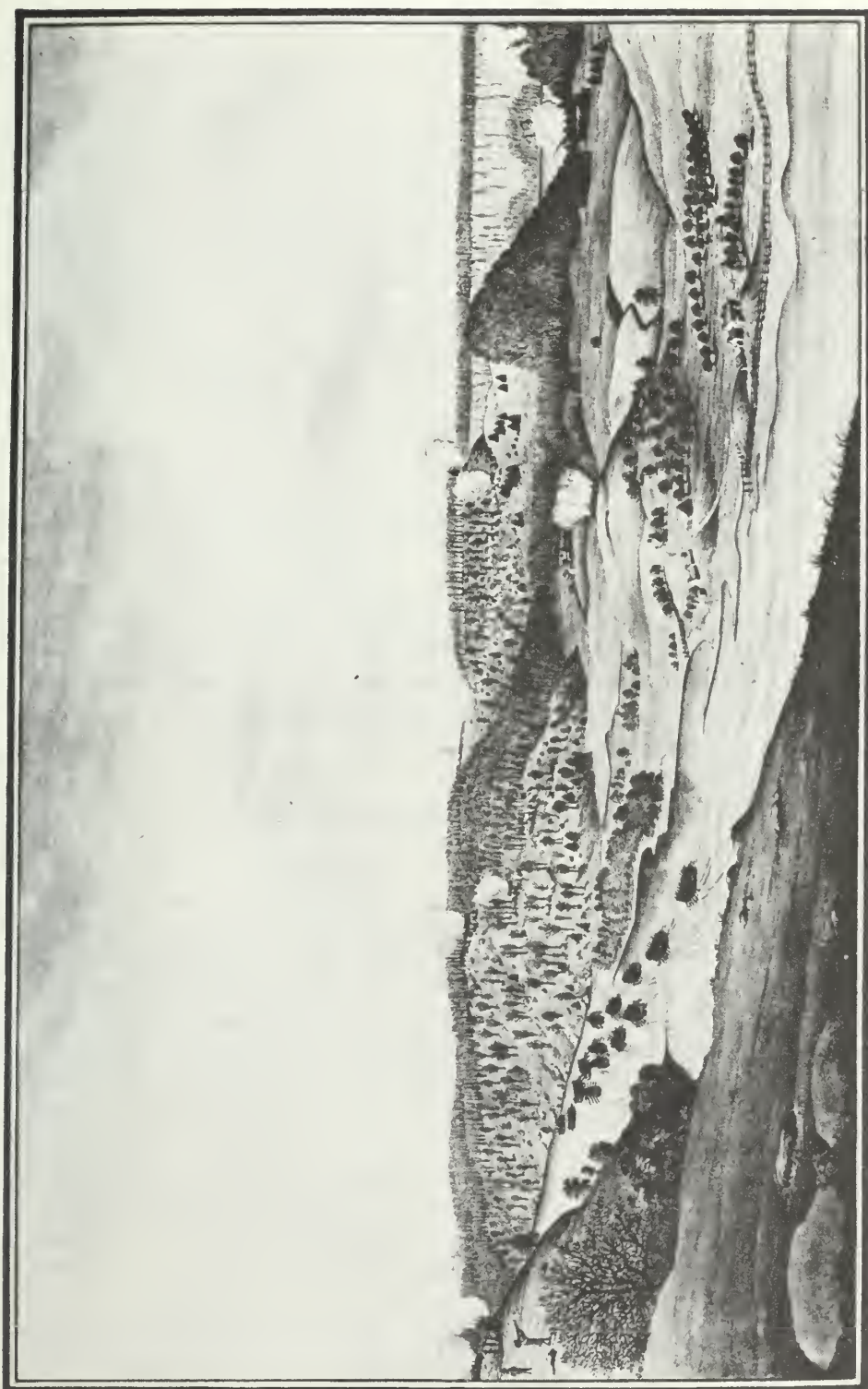
At Single Anchor in the No River [New York]

Saturday 16

AM. Mann'd the flat boats, at 7 Weigh'd and tow'd down the river, 1/2 past Anchor'd with the small Bower under Washington Fort, in [illegible] fm muddy ground, we hearing our Army in Action began scouring the [wo]ods at 1/2 11 Weigh'd & run up to our Birth, we recd many shot in our hull & the Rigging much damag'd. the People repairing the Rigging – The first part Modte the latter Fresh Breezes & fair Wr at 2 PM The Army ceased firing

1. PRO, Admiralty 51/674.





A View of the Attack against Fort Mifflin, on the night of 23<sup>d</sup> October 1776, by the British and the Americans.  
Painted by the artist of the British Army, 1776.

VICE ADMIRAL RICHARD LORD HOWE TO VICE ADMIRAL MOLYNEUX  
SHULDHAM <sup>1</sup>

Copy

My Lord,

*Eagle*, Off New York,  
Novr the 16th 1776.

As there is not any apparent Necessity for the longer detention of the *Bristol*; And it being desirable when most convenient to your Lordship, that the Ship should proceed to be refitted in England for such further Service as the Lords Commissioners of the Admiralty shall be pleased to appoint: I shall have the honor to transmit to your Lordship the necessary directions in that respect, and for your return to England; now more fully authorised by the conditional Instructions I have lately received, as soon as the Dispatches for the different public Officers which You will be requested to take in the *Bristol*, can be prepared.

I am to regret that I have not seen an occasion when I could with propriety take the same Steps, and provide earlier for your Lordship's Accommodation therein. I have the honor to be, My Lord [&c.]

Howe.

1. PRO, Admiralty 1/487.

WILLIAM ELLERY TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

[Extract]

Philadelphia Novr 16th 1776

Sir, I should be glad to be informed immediately whether Two Frigates can be built in Providence to be launched about the same Time the next as the other <sup>2</sup> were the last Spring; and whether the same Commee would undertake again to collect Materials and undertake the Building of them &c --

1. Letters to the Governor, 1776, vol. 8, R. I. Arch.

2. Continental frigates *Providence* and *Warren*.

WILLIAM HOOPER TO JOSEPH HEWES <sup>1</sup>

[Extract]

[Philadelphia, November 16] <sup>2</sup>

Now for your own department. A House of rendezvous is opened, Biddle has all his Guns on board & by the latter end of this Week will be ready for Sea <sup>3</sup> — The other Ships will be prepared as soon as possible and proceed upon business.<sup>4</sup> The Congress have appointed [John] Nixon & [John] Wharton Commissioners to execute the orders of the marine Committee & compleat any Shipping begun or to be begun in Philadelphia, a third will next Week be named to assist them. Things go on swinmingly now in the marine Way — on Tuesday next We take up the propriety of building more men of War and some of larger force — Shall I undertake one for North Carolina? . . .

I refer you to the newspapers for Genl Washingtons & Howes Movements, the people here have been horridly frightened, The Council of Safety a set of water Gruel Sons of B——s told the people a damned Lie "that they had certain information that 100 Ships had left Sandyhook for this City ["] — the people at first believed & trembled, the tories grinned — Rumour trumpeted it for a day — Searle from Shrewsbury from whom the report originated was mistaken, the transports seen were empty bound for England, I can with pleasure how-

ever assure you that upon this alarm all ranks of people Quakers & Tories excepted declared their readiness to turn out as soon as matters were ascertained. . . .

[P. S.] Your friends the portuguese have interdicted us from any Commerce with them & stiled us Rebels – for which they are a set of fools – What fine picking amongst their Southern Cargoes as soon as we can justify a declaration of War against them – that I hope & believe will be soon

1. Simon Gratz Autograph Collection, Case 1, Box 19, HSP.
2. The date is approximated.
3. Continental frigate *Randolph*.
4. The other three Continental frigates, built in Philadelphia – *Delaware*, *Washington* and *Effingham*.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] Nov'r 16th.

Capt. W'm Richards was directed to deliver Mr. Abraham Mason as much Sail Cloth as he may have occasion, to make Sails for the Ship *Montgomery*.

Col. [S.] Matlack was directed to deliver Capt. Rd. Eyers 35 Blankets, for the Seamen on board the *Delaware* armed Boat

1. *Pennsylvania Colonial Records*, XI, 6.

#### JAMES READ TO CHARLES THOMSON <sup>1</sup>

Dear Sir,

The Bearer has something of the utmost moment to the Service of the States to communicate to Congress. I beg you will hear him and introduce him to that very Honorable Body. I am so engaged in the Committee, that I cannot write more, and indeed I think I need not, as the man can best tell what he has to offer. If he can do what he says he can, he will do wonders and a most signal Service to his Country. Your [&c.]

James Read.

Reading, November 16, 1776.

Directed, To Charles Thomson, Esqr, Secretary to the Hon'ble Congress Philadelphia.

By Mr. Jacob Giesling.

[Endorsed by Thomson]

Gentlemen, The bearer has a scheme to propose of fire rafts for burning Vessels. I have, therefore, referred him to you for examination of his plans.

Chas. Thomson.

To the Council of Safety of Pennsylvania

1. *Pennsylvania Archives*, 1st series, V, 68.

#### JOURNAL OF THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Annapolis] Saturday 16th November 1776.

Commission issued to Larkin Hammond appointed Captain of the Schooner *Jenifer* mounting 10 Carriage Guns and ten Swivels, with sixty men.

Ordered That Messrs Vernon Hebb and Timothy Bowes be and are hereby

authorized and empowered to sell all the Vessels with their Tackle, Apparel and furniture belonging to this State, lying in or near St. Mary's River in St. Mary's County, drifted on Shore or made Captures of from Lord Dunmore's Fleet; they first giving due notice of the Time and Place of such Sale, and that they make Return of their Proceedings, and of the money arising from such Sale to the Council of Safety or other executive Power of this State; reserving to themselves a reasonable Commission for their Trouble.<sup>2</sup>

Commission issued to Robert Dashi[e]ll Commander of the Sloop *Betsey* mounting ten Guns, as a private Letter of Marque.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

2. See Hebb and Bowes to the Council, November 4, 1776.

#### EXTRACT OF A LETTER FROM ST. EUSTATIUS, NOVEMBER 16, 1776<sup>1</sup>

There arrived here this morning a brigantine from Congress called *Andrew Doria*, commanded by Captain James Roberson [*sic* Isaiah Robinson], mounting 14 guns and carrying a crew of one hundred. This Captain's mission is still unknown; but since he spent a long time at the Governor's, it is believed that he brought him dispatches from Congress. He left Philadelphia on the 28th of October and the River on the 1st instant. Congress has dispatched at the same time three other vessels whose destination is unknown even to their Captains; the one who just arrived learned his only once he was at sea.

. . . The Americans met with a rather important defeat on lake Champlain during a Naval Engagement which lasted from the 11th to the 13th of October between two small fleets. The Royalists had forces by far superior to those of the Americans who, however, were still occupying after the action the forts of the Crown [Point] and Ticonderago. Two frigates of 36 guns each are expected to come out this month from the River of Philadelphia.

1. AN, Marine, B<sup>7</sup>, 458, 46, LC Photocopy. This extract was sent to Paris by the governor of Martinique.

#### 17 Nov. (Sunday)

##### MASTER'S LOG OF H. M. SLOOP *Hope*<sup>1</sup>

Remark's &c onbd the *Hope* Sundy the 17th Novr 1776

At 8 [A.M.] Cape Sable NWBW 3 or 4 Leags DoWr  
[Fresh Gales and Squally] Saw a Sail to the Et wd Tack'd and  
Chaced, at ½ past 9 Tack'd to the Wt Wd fired 6 foure Pounders  
Shoted at the Chace 3 of Do Round and Grape the Chace Brought  
to Proved to be the Ship *Betsey*<sup>2</sup> taken by the Rebels took Charge and  
made Sail to the Et wd Cape Sable NEBE 5 or 6 Miles

1. PRO, Admiralty 52/1794.

2. The *Betsey*, Thomas Jarrold, master, from the Isle of Wight for Halifax had been taken November 2 by the Massachusetts privateer brig *Washington*, Elias Smith, Vice Admiralty Records, N. S. Arch.



Dr	Messrs Lux & Bowly	Cr
1776	To the Brig <i>Liberty</i> for two Guns £20..0 Maryld Curry reduc- ing at 25 PCt is	54.16.10
	To paid your Order on the Council in favour of Benjamin Powell	
Novr 16	To Warrant on the Treasury	710.16..-
	By Capt Thomas Lilly, for Cash advanced him at Baltimore & Commission thereon £68.11..0 Maryld Curry, reduced at 25 PCt. is	
	By the Brig <i>Liberty</i> , for sundries supplied at Baltimore & Comms thereon Amot £888.10 Maryld Curry reduced at 25 PCt. is	
	By the <i>Norfolk Revenge</i> Galley for sundries as p Acct with Commission Amot £12.10..1 Maryld Curry reduced at 25 PCt. is	10..0..1
	By John Calvert for Cash Advanced him at Baltimore & Commission thereon Amot £15..7..6 Maryld Curry; reduced at 25 PCt is	12..6..-
	By the <i>Henry</i> Galley for sundries supplied at Baltimore & Commission thereon Amot £97..8..3 Maryld Curry reduced at 25 PCt is	77.18..7¼
	By the <i>Manley</i> Galley for sundries supplied at Baltimore & Commonn thereon Amot £2..6..5 Maryld Curry reduced at 25 PCt is	1.17..1¾
	By the Schooner <i>Hornet</i> for sundries supplied at Baltimore & Commonn thereon Amot £3.16.2 Maryld Curry reduced at 25 PCt is	3..1..-



CONTINENTAL MARINE COMMITTEE TO LEVINUS CLARKSON AND  
JOHN DORSIUS <sup>1</sup>

Gentlemen

[Philadelphia] November 17th 1776

Upon the recommendation of your freinds here we have appointed you Continental Agents in the State of South Carolina, as such you are to supply any of the Ships or Cruizers with whatever Provisions Stores or necessarys they may be in want of when they put into or arrive in any of your ports. If repairs are necessary we depend on you to employ the best Tradesmen and see that the business is done with dispatch. You will in short do all things in this department that you think will serve the Continent and promote the service of the Navy and you must send us proper Certificates Signed by the Captain or principle officer of each Ship or Vessel of your expenditures and your drafts on this board for the amount will be duely honored. It is a Standing order to all our men of war and Cruizers to send their prizes address[ed] to the Continental Agents at the ports where they arrive. If any such come into South Carolina, you must receive the same into your charge, prosecute them in the Admiralty to condemnation make the Sale of them at Public vendue – pay all charges justly attending each Prize, and credit us for such part as appertains to the Continent agreeable to the Rules and Regulations of Congress, a book of which shall be sent you. The shares belonging to the Officers and Crews of the Captors you must divide amongst them agreeable to the said Rules and Regulations, and to do this justly and equitably the Commanders must furnish you with compleat and certified list of the officers and men entitled to a Share of each prize and the share or shares they are respectively entitled to, and you are to pay all persons concerned their shares as soon after sale is made as you possibly can, and return to this Board duplicates of all your accounts and proceedings. We are Gentlemen [&c.]

1. Marine Committee Letter Book, 46, NA. Clarkson and Dorsius were Charleston merchants.

CAPTAIN JOHN MARTIN TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentlemen

Baltimore Novemr 17th 1776

this my 2d opprotunity of in forming you of my Situation I am much Distressed for Sailors the Merchants in this place gives from 12 to 15 £ pr month and if I Dont give as much I Can git No Sailors I am told Capt [William] Stone is going to take the Brig <sup>2</sup> it is a thing that I am unequaented With and would be glad of an answer to this Letter.

the Brig wants 1 anchor 700 Wt 1 Cable 10 Inches She Never had any but the old anchors and Cables from Cpt Stones Sloop. I want 200 – 4 lb Shot 300 3 lb Ditto and Sum Swivel Balls Sum Cordage for Back Stays &c. I Shall advise this morning with Capt [James] Nicholson and ask him if I must keep the Brig till I gitt an answer from your Honr board I am Gentlemen [&c.]

John Martin

1. Red Book, XVI, Md. Arch.

2. *Friendship*.

"A JOURNIEL KEPT BY EPHRAIM BRIGGS OBOURD OF THE GOOD SLOOP  
*Warren* A BOLD PRIVATEER A SECOND CRUIZE." <sup>1</sup>

Sunday November the 17 Day 1776

Latter Part Sunday Morning Rugged the Wind at N W. I am Not Well  
 A Pain in my Left Ear

First Part of these 24 hours Rugged the Wind at N. I have had A Bad  
 Pain In my Left Ear

1. RIHS.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN JOHN COLPOYS,  
*H.M.S. Seaford* <sup>1</sup>

(Copy)

You are hereby required and directed to proceed forthwith to Sea in his Majesty's Ship the *Seaford*, under your Command; and Cruize among the Leeward Charibbe Islands, Viz off S Eustatia, St Martins, St Bartholomew, and St Croix, and are to use your utmost endeavours to intercept and make Capture of all Ships and Vessels belonging to or Owned by any of the Inhabitants of the associated Colonies in North America, now in Rebellion, and of all other Ships and Vessels whatsoever, that you may meet with, either going to Trade, or coming from Trading with any of the aforesaid associated Colonies; taking care strictly to Comply with the General Orders you have already received from me concerning them; You are to remain on this Service till the 18th Decemr next, and then (having Compleated the *Seafords* Wood and Water) are to return and join me in English harbour Antigua: For which this shall be your Order Given &c 17th Novemr 1776.

J. Y.

By command of the Admiral G. L. [George Lawford]

1. PRO, Admiralty 1/309.

18 Nov.

MASTER'S LOG OF H. M. BRIG *Diligent* <sup>1</sup>

Novr 1776

Sunday 17th

Cape Sable S 82.09 Et Dist: 42 Leagues –

at 3 AM Handed the Main Topsl at 4 departed this Life  
 Philip McSavoy at 8 wore & set the Main Top Sail at 11 out  
 2d Reefs Topsails lost Sight of the *Albany*. Saw a Sloop to the  
 N Wt at Noon the High land of Penobscot NBE 7 or 8 Lea-  
 gues Fresh Breezes & fair at 3 PM Saw a Sloop to the No wd  
 out Reefs Topsls & Gave Chace at 4 Saw the *Albany* bearing  
 down to us. at 6 the *Albany* fired a Gun Do we Answered it:  
 perceived that She was a Shore left off Chase and Endevoured  
 to work up to her night Coming on & being unaquainted  
 Run under the Island of Menhagen TKd Occationly

Monday 18th at 6 AM got up top Gallt Yards saw the *Albany* Still on Shore at 10 saw a Sloop & 2 Scooners going to the *Albany*. Working up to the *Albany* at Noon the High Land Penobscot NBE Menheagen Islands SWBS 3 Leagues – Modt & fair Wr PM ½ Pt 2 Anchd in Georges Sound with the Bt Br in 25 fms Sandy Bottom, Menheagen Island S½ Wt Georges Isld North old man's rock NW abt 1 Mile Sent the Sl Br Anchr & Cable with some People to her assistance found that the Vessels going to the *Albany* where taken by her Boats received from the *Albany* Baggage belonging to the troops at Fort Cumberland – First pt Do Wr Midl & latter Fresh breezes & Cloudy PM: at 5 *Albony* got off the Shore, weig'd with her & went into Georges Harbour &c Anchd in 7 fms water Muddy bottom

1. PRO, Admiralty 52/1669.

JOHN LANGDON TO JOHN BRADFORD <sup>1</sup>

Dear Sir

Portsmo Novemr 18. 1776

I shall be much Obligd If youll Inform me by return of Post what Commission you charge on Prizes, to the Continent & whether you are Agent to the Officers & Men whether any separate Commission for that or whether your Commission is on the Groce Sales – “by resolve of Congress we are ordered to make Distribution of the Officers & Peoples Prize Money as soon as may be after Sales,” whether this is meant after, that after all Charges are paid; the Third should be paid to the Officers & Peoples' Agent to be by him proportioned & paid agreeable to Resolves or whether it is in our Department as Agents to make out the proportions for the Officers and Seamen & pay it with any Commission further – Esek Hopkins Esqre has appointed me Agent for the Officers & Seamen for the Continental Fleet in this State — Pray give me your Opinion on this matter fully — with great Respt [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO ARCHIBALD MERCER, BOSTON MERCHANT <sup>1</sup>

Dear Sir

Portsmo November 18. [17]76 –

Our mutual Friend Collo [Philip] Moore has no doubt informed you of the forwardness of our Ship of War called the *Portsmouth* <sup>2</sup> we are now laying her Gun Deck, shall if it holds good weather, be near ready to Launch next Week – Cap. [Robert] Parker who we have spoke too, to Command her has all his Hands ready or will be by the time the Ship is It will be of great Advantage if you can come immediately down here, & settle the Matter about rigging & Sails the Ship may be verry soon Dispatched if the Guns are Ready – pray let me see you this

Week if possible I am in want of Cash, have been paying out of my own little Stock some time — I am with all Due Respect

Jn<sup>o</sup> Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. New Hampshire privateer.

JAMES WARREN TO SAMUEL ADAMS <sup>1</sup>

[Extract]

Boston, Novr. 18th, 1776

. . . I wish I could Entertain you with any News of Importance but I can only tell you of prizes taken. but this is become so common that we hardly hear of them ourselves, unless they are from Europe with such Articles as we want much, and very rich besides. we have had divers such lately. A report prevails this day that Howe is Embarking his Troops, which occasions many Conjectures about the place of their destination. I forgot to tell you that this Harbour really looks Brilliant and Grand, as full of Ships as in the most flourishing State of Commerce, and all but a few armed Vessels [are] prizes.

1. *Warren-Adams Letters Being Chiefly a Correspondence among John Adams, Samuel Adams, and James Warren . . .* (Boston, 1917–1925), II, 440, 441. Hereafter cited as *Warren-Adams Letters*.

*Boston Gazette*, MONDAY, NOVEMBER 18, 1776

Boston, November 18.

Wednesday the Captains Skimmer and Tucker return'd here from a Cruize, and brought in a Brigantine from Erse [*sic* Ayr], in Scotland, bound to New-York, laden'd with a valuable Cargo of Woolens, Shoes, &c. &c. said to be worth 15,000 Sterling.<sup>1</sup>

To-Morrow, the 19th November, at Eleven o'Clock will be Sold by Public Vendue, at Noble's Wharf,

The Schooner *Margaretta*, with her Appurtenances, &c. — Said Schooner is about 60 Tons burthen, a good Sailor, well Found, with Sails, standing and running Rigging, Cables, Anchors, &c. Inventory of Stores to be seen at the Time and Place of Sale.

Escaped from the Goal in Northampton, Robert Arnold and Henry E. Stanhope two Prisoners, lately Midshipmen in the British Navy, the former a short well-set smart-looking fresh complexioned Man, about thirty five years old, wore a Coat of a London brown colour. The latter absconded heretofore when on Parole, and was retaken at Middletown; he also is a short Man with light Hair and Pale Complexion, and has large Eyes, Lips and Nose. Whoever will apprehend and secure either of said Persons shall receive Twenty Dollars and necessary Charges from

Aaron Wright, Goaler.

Northampton, Nov. 7th, 1776.

1. Brig *Lively*, Nicholas Martindale, master, taken October 13, 1776.



PETITION OF THOMAS DAVIS AND EPHRAIM SPOONER TO THE MASSACHUSETTS  
GENERAL COURT <sup>1</sup>

To the Honble the Council, and the Honble the House of Representatives of the State of Massachusetts Bay.

The Petition of Thomas Davis & Ephraim Spooner humbly shews,

That a Schooner called the *White-Oak*, has been lately captured by an American Privateer, and carried into the Eastern District of this State, three quarters of which were owned by your Petitioners: That it was so late before Your Petitioners, had notice of the capture of said Schooner, and the time of her tryal, as rendered it impracticable by reason of the distance, for either of them to get to Pownalborough, and claim their property, till after said Schooner, her cargoe and appurtenances were condemned in the Maritime Court. Your Petitioners prior to the Continental Association, had annually carried on the business of fishery from Barrington in Nova Scotia, and when the act of Parliament was passed, restricting the trade of these States, they were obliged to take out new Registers for their Vessels, in the names of some of the Inhabitants of that Province, in order to save them from confiscation and forfeiture. One of your Petitioners was allowed by the Committee of Safety in Plymouth (where they reside) to go to Nova Scotia, & secure their effects, which he accomplished, except the interest in the Schooner *White Oak*, which he could neither dispose of; nor bring away.

Therefore, as your Petitioners are steady friends to their country, and as it is owing to no fault of theirs, that a claim was not filed in the Maritime Court within the time prescribed by law, they humbly pray your Honors, to grant them the privilege of an appeal to the next Superior Court to be held in said Eastern District, that they may have an opportunity of proving their property in said Schooner, and your Petitioners as in duty bound shall ever pray—

Thomas Davis      Eph<sup>m</sup> Spooner

Plimouth Novr 18th 1776

In the House of Representatives Novr 22d 1776

On the petition of Messrs Thomas Davis & Ephraim Spooner

Ordered that the said petitioners notify the Captors of the Schooner called the *White Oak* to Appear on the Second Tuesday of the next setting of the General Court by lodging an attested Copy of said petition & this order, with Capt [John] Harman Commd of Sloop *Putnam* Fifteen days at Least before the said Second Tuesday, that they may Shew cause if any they have why the prayer of the petitioners shuld not be granted

Sent up for Concurrence

J Warren      Spkr

In Council, Novr 27t 1776      Read & Concurr'd

John Avery      Dpy Secy

1. Mass. Arch., vol. 211, 228–29, 227a.



MASTER'S LOG OF H. M. S. *Milford* <sup>1</sup>

Novr 1776

Cape Cod S 87 W Dist 31 Lgs

Monday 18th

At 8 am set the fore & mizen topsails Do tacked At 9 saw a Sail in the SE Qr made Sail & gave chase: At 1/2 past 11 fir'd 5 Shot & brot too the Chace shortned Sail & Close reefd the topsls hoisted the Cutter out & took possessn of the prize. She proved to be the *Wm Sloop Rogers* Ma[ste]r loaded wth Lumber & fish for the Wt Indies –

Fresh Breezes & Clear Middle little Wind & Cloudy. Latter Calm & Clear. Sent a petty Officer & 4 Men to take charge of the prize At 1/2 past 3 pm parted Compy & sent the prize to Halifax At 1/2 past 8 out 3d & 2d reef Tp Sails.

1. PRO, Admiralty 52/1865.

JOHN COTTON TO BARNABAS DEANE, WETHERSFIELD <sup>1</sup>

Sir/

Middletown Novbr 18th 1776 –

When Capn. [Dudley] Saltonstall went away to Wethersfield I had forgott that you had pork Stored with Tewels Butt Desired him to a Quaint you that that pork left with Cooper was taken away, I Shall take outt of Tewels Store two Barrels and putt On Board the Ship –<sup>2</sup>

I would be Glad if you Could hire and Send Down a Vessell to Take Our Matters from the Ship yd Before we Go a way with the Ship as I Dont Like to Leave them there for fear of a Loss in Some Things that is Much Wanted Especialy Pitch. – Nothing further, the Ship Will be Ready to Goe Down Tomorrow Or Next Day Yr [&c.]

John Cotton

1. Barnabas Deane Papers, ConnHS.

2. Continental frigate *Trumbull*.*New-York Gazette*, MONDAY, NOVEMBER 18, 1776

New-York, November 18.

The *Cerberus* and *Lark* Frigates, came into Harbour on Saturday Morning from a Cruise.

The 9th Instant a Fleet of Victuallers, with 500 Recruits, arrived here from Cork, in eight Weeks: They were dogged for several Days on this Coast by a Brig and Schooner, supposed to be Rebel Privateers.

Tuesday last about 200 Transports sailed from Sandy Hook for Great-Britain, under Convoy of his Majesty's Ships *Fowery* and *Active*. In the former his Excellency Lord Dunmore took his Passage for England.

JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Philadelphia] Monday, November 18, 1776

The Marine Committee having recommended Francis Hopkinson, Esqr as a fit person to execute the business of the navy, under their direction.

*Resolved*, That he be accepted.

A memorial of Isaac Cox,<sup>2</sup> in behalf of Alexander Frazer and others, inhabitants of the Island of Providence, owners of two sloops called the *Dragon* and the *Molly*, taken by private sloops of war, called the *Congress* and the *Chance*, and brought into the port of Philadelphia, but afterwards released, praying for letters of safe conduct for the said sloops to the port of Providence, in order to prevent any arrest or molestation from ships of war in the service of the United States.

*Resolved*, That the prayer of the petition be granted.

A petition from Muscoe Livingston, was read:

*Ordered*, That it be referred to a committee of three:

The members chosen, Mr. [James] Wilson, Mr. [George] Wythe and Mr. [George] Ross.

1. Ford, ed., *JCC*, VI, 957, 958–59.

2. Papers CC (Memorials addressed to Congress), 41, II, 13, NA.

MEMORIAL OF BENJAMIN EYRE TO THE CONTINENTAL CONGRESS<sup>1</sup>

Philada Novr 18. 1776

The Memorial of Benjamin Eyre of Phila Shipwright humbly representing That his Petition of the 24th October<sup>2</sup> last preferred to Your Honours for the Payment of certain Services by him done together with his Bill of Charges for the same Services has been by Your Order referred to the Board of Treasury – And they by stating that Account upon a postulatam or principle by them for similar Cases adopted have reduced Your Memorialists said Account to a Sum less than half that which he thinks his said Services are worth in Justice and reason – The Difference between his said Bill and the Taxation thereof made by the Board of Treasury is clearly appearing on the face of the Synopsis of both Accounts hereunto Subjoined –

Your Memorialist solemnly disclaims all those vague pretensions and presumptions of Artists & Tradesmen in favour of their own Knowledge and Deserts: He only begs leave to make one or two Observations upon the Reduction Account of the Board of Treasury and to appeal from their Settlement of his Account to the Wisdom and Justice of the Delegates of the States of America.

1./ First and principally Because Your Memorialists Charge of building Row Gallies at a certain Price per Ton is made agreeable to the Usage and Custom of Shipbuilders in the Old and New World But Your Board of Treasury reduces and confines him to accept of daily Wages and Rations: Which Rule of ascertaining the Quantum merait could never be establish'd against the constant Custom without a previous Contract between the Employer and the Workman – And that Resolve of Congress to pay the Journeymen Carpenters £ 13 and the

Master Builders double that Sum per Month and to allow them stated Rations was made a Month after Your Memorialist setting out for New York and could have no Retrospect to bind him or fix upon him an express Contract, When he at the desire of Brigadier General [Thomas] Mifflin and on his promise that he should be handsomely rewarded left Philadelphia without making any Contract at all –

2./ Secondly Because the Board of Treasury have allowed Your Memorialist Rations which he can in no wise accept of – When he arrived at New York he did not choose to live in that great Town like as in a Camp or Barracks He hired a House furnished it and kept regular House and one Horse constantly employed in the public Service All which in the Dearness of times has actually cost him more than 15/ – per day and this he spent the freer as he never expected to be at any Charge to the public for his daily expences but to be paid for his work by the Ton.

Therefore Your Memorialist most humbly submits to Your Honours Whether his Charges of 25/ P Ton for three Row Galleys finished and 15/. for the one not finished are too high? He left his own Yard and his Work in hand unfinished, by which if he had stayed at home he might well have earned more than what he has charged for his Work abroad –

And Your Memorialist as in duty &c

Benjamin Eyre

The Synopsis in the within Memorial referred to

A. Benjamin Eyres Charges

To building three Row Galleys 60 ft Keel 18 ft Beam 6 ft Hole, 68. Tons each at 25/. P Ton	} £255.
To one Boat left on the Stocks at 15/. P Ton	51.
To 27. days acting as an Assistant to the Quarter master Genl at 3/. p day	} 40.10
	<hr/> £346.10

B. The Board of Treasury Allowances

For 134. days Service in constructing Row Galleys as Builder at £26. p month is 4 mo 14 days	} £116..2..8
134 days Rations, 3 Rations p day is 402 Rations at 8d p Ration	} 13..8
Going to and coming from New York in lieu of Rations at 3 3/4d Pennsa Curry allowd 200 miles	} 3..2..6
Horse hire and travelling expences going to Albany to engage Boards for the Army at 15/.	} 20..5
Pennsa Currency p day, 27 days employed in the Service 134 Pints of Rum being 16 6/8 Gall at 9/	} 7.10..9
	<hr/> £160..8.11

1. Papers CC (Memorials addressed to Congress), 41, III, 1–4, NA.  
2. Not in Papers of the Continental Congress.



17	"	20 Hammocks		
21	"	Peter Brown for 2 files & a driver		10..6
"	"	William Shute for 3 Boxes Candles		5.12..6
"	"	Benjamin Condy for repairing a Compass		10..-
"	"	Arthur Donaldson for Boards		14..3
"	"	William Rigdon painters bill		2..-
"	"	Philip Flick for 9 Barrells bread		8.11..6
"	"	Mary Manny for mending a Jack		2..6
"	"	James Allenby Coupars bill		3..-.5
"	"			19..3..8
29	"	2 Harness Tubs		2.10..-
31	"	Repairing Lanthorns & mendg Trumpetts		2..8..1
"	"	Philip Hall Butchers bill		56.19..5
Novr 18	"	Benjamin Davis for Repairs		
"	"	Hill & Marrets bill		18..-
				14..7½
				1.12..7

1. Woodhouse Collection, HSP.



MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

In Council of Safety,

[Philadelphia] November 18th, 1776.

Mr. [John Maxwell] Nesbitt to pay James Oellers £ 3364 4 0, for 128 Casks of Powder, delivered to Mr. Towers.

Mr. Robert Towers, Commissary, was directed to Deliver to the Marine Committee of Congress 1500 Shot, for 24 pound'rs, 1800 Shot, for 18 pounders, & 500 Bar Shot, for 18 & 24 Pounders, taking their receipt for the same.

Mr. Nesbitt was directed to deliver Capt. John Rice 20 Blankets, for the Use of the Armed Boat *Convention*.

*Resolved*, That the pay of the Officers of the Armed Boats, in the Service of this State, be as follows, to commence from the first day of October last:

Captain,	32 Dollars.	Gunner,	15 do.
First Lieutenant,	20 do.	Carpenter,	15 do.
Second Lieutenant,	16 do.	Steward,	12 do.
Master,	20 do.	Drum and Fife,	8 do.
Captain's Cl'k,	12 do.	Privates,	8 do.
Boatswain,	15 do.	Boy,	4 do.

*Adjourned* to 3 o'Clock

Met at 3 o'Clock, Nov'r 18th, 1776.

*Resolved*, That the Armed Boat *Convention*, commanded by Capt. John Rice, be ordered down to Cape May, to protect the trade of this State, agreeable to a request from the Secret Committee of Congress.

The Following Instructions were delivered to Captain Rice:

In Council of Safety, Novem'r 18th, 1776

Sir:

The Secret Committee of Congress have informed this board that the Continental Cruicers are so employed that they cannot afford the necessary protection to the Trade of this State; you are therefore ordered to proceed to Cape May. You are not to leave that Station when any of the Enemie's Vessells are at the Opposite Cape, and to use your best endeavours to protect all trading Vessells belonging to the United States of America, and to the Islands of Bermuda or Bahamas, or to any Foreign State, except under the Dominion of the King of Great Britain; and in case of their being in distress, you are to grant them all the Aid and Relief in your Power, and upon any number of the Enemie's Ships appearing off the Coast, you are to give Intelligence thereof to Mr. Henry Fisher, of Lewis Town, with the Course they Steer, and such other Circumstances relating to them as are of any importance to us; or if you should be able to transmitt the Intelligence by express to us more expeditiously than Mr. Fisher, you are to do it.

And you are, at the same time, to use your endeavours to make Capture of and distress such of the Vessells belonging to the enemies of these States as come in your way; but if it should appear to you that the Enemy are coming with a Fleet to invade this State, you are, in

that case, Immediately to return with the *Convention* to Fort Island.

We confide in your discretion to execute the foregoing orders, so as to answer the Intention of this board, and that you will perform such other service as the nature of your Station will require; we therefore shall omit any further Instructions.

N.B. If there are any vessels appear with an Ensign hoisted at the fore top Gallant mast Head, you may conclude it is a trading Vessel, in the Congress' Service, and you may give her any advice or assistance Accordingly; That being their signal to the Light House. Save your Salt Provisions as much as Possible, & provide your men with Fresh, if to be had at as low a rate as of the Commissary here.

1. *Pennsylvania Colonial Records*, XI, 7, 8–9.

JOURNAL OF H. M. S. *Orpheus*, CAPTAIN CHARLES HUDSON <sup>1</sup>

November 1776                      Do Cape [Henlopen] No 21 Wt    35 Leagues  
Monday 18th                      at 7 AM saw a Sail to the NW. gave Chace with the *Daphne*.  
Mode and fair Wear    at 5 PM unbent the Fore Sail from the  
Main Yard and bent the Mainsail    at 7 the *Daphne* joind  
with two Sloops from Philadelphia.<sup>2</sup>

1. PRO, Admiralty 51/650.
2. *Schuykill*, Benjamin Camby, master, and *Greenwich Packet*, James Glasgow, master, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

MARYLAND COUNCIL OF SAFETY TO STEPHEN STEWARD <sup>1</sup>

No 15.

Sir, There are no Durants in the Stores, so that we cannot furnish you with materials for colours as yet. — We send you two Bolts of Oznabrigs. — the guns and cohorns on board the *Defence's* Prize you will please bring with you to Annapolis. — and we should be very glad you & Jesse Hollingsworth could contrive us down the Cannon lately brought from Hughs's Works, be pleased to hire a vessel for that Purpose, unless your own will bring them there are upwards of 20 eighteen Pounders, which will be wanted here. — Mr West[e]neys<sup>2</sup> has been to the magazine & got 4¼ Yds Tammey and two Bolts Oznabrigs.

Mr Stephen Steward [at Baltimore] <sup>3</sup>

[Annapolis] Novr 18th 1776

1. Council of Safety Letter Book, No. 2, Md. Arch.
2. Steward's clerk.
3. See Steward to Council of Safety, November 11.

LIBEL AGAINST THE PRIZE SLOOP *Daniel* <sup>1</sup>

State of Maryland    ss

To the Honourable Benjamin Nicholson Esqr Judge of the Court of Admiralty for the State of Maryland Afsd

The Libell of George Cooke (Commander of the Ship of War Called the *defence*) who in behalf of Himself the Officers and Mariners of the said Ship as well as the



Governor, whilst he was amongst you, and to the Address afterwards presented him here from Londonderry & Truro, that he is greatly astonished at it, you might at least have sent him word that these People were amongst you, altho you did not detain them as faithfull Subjects shoud have done, however the Lieutenant Governor woud hear what you can say in your Justification, in the meantime he expects, that you call on every Person to take the Oaths of Allegiance & Fidelity to the King and his Government; and that you do likewise from the three Townships furnish immediately him with the Names of 50 Men of the Militia who shall be ready on the first notice to March to Halifax, or elsewhere in this Province where they shall be directed I am. Gentlemen [&c.]

Rich<sup>d</sup> Bulkeley

P S No person from any of the three Townships will be suffer'd to pass Fort Sackville without a pass Sign'd by Mr. Samuel Archibald of Truro Signifying their business at Halifax.

1. Dispatches and Letters of Governors, Lieutenant Governors, and Secretaries, Record Group 2, vol. 136, 242-43, N. S. Arch.
2. Captain William Carleton in the Massachusetts privateer schooner *General Gates*, had been driven ashore on September 27, in a small harbor on Isle Madame at the eastern end of the Gut of Canso, by H. M. Sloop *Hope* and H. M. Brig *Diligent*. See Volume 6. The crew got ashore and escaped despite a pursuit into the woods by landing parties from both Royal Navy ships. As Bulkeley's letter explains, Carleton and his men made their way across Nova Scotia to Cobequid Bay, where the inhabitants assisted them.

JOHN LANGDON TO WILLING, MORRIS & CO.<sup>1</sup>

Gent

Portsmo 19 Novr 1776

I wrote Mr Morris few days Since, in which I mention'd that a q[uan]ti[t]y of Sugar would be sold soon, they were at the time mentiond but at the sale the first day, they sold so high that I tho't it not worth while to Engage as they sold for upwards of 50/. the next day at the first of the sale I purchased abt Twenty five Hhds Sugar which Iv'e Stored for your Acct this is some of the best of the Cargo, and will not Average more than thirty nine or forty shillings P[r] C I should have gone to one Hundred Hhd if a Number of purchasers had not Appeared, which raised it two high - I mentiond likewise, that in abt month; more Sugar Jamaica Rum Mahogany &c which was taken by private vessell, would be sold, before which I can hear from you, when you'll be good enough to Mention the prices of any of those Articles that you think would do, as it will be some guide to me in purchaseg -

Such has been the Demand for Seamen within these few days that there Wages have risen to abt Twenty Dollars P month - the Privateers give one hundred Dollars P man Advance, by which you'll see that it will [be] expensive to send out ships with Lumber however the Lumber will pay great freight, - we have Number ships which woud Answer the purpose, had they Rigg[in]g but it's [im]possible to get it in this part of the world - Therefore should you Conclude to send any ships with Lumber, they must be purchased with all Compleat. the ship with the Rum, which is to be sold in abt a month is very Compleat, valuable ship, and as I think she is too small for Masts, therefore will not do for the Continent should she go low, it would be best to purchase her, and fit her out to the



West Indies with proper Cargo Lumber, on your Acct together with Messrs Cunningham & Nesbit, as you shall order – I shall not proceed any further untill hearing from you fully on this matter, which I've mention in mine to Mr Morris aforementioned to which I beg leave to Refer you – I am Gent [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO JOHN HANCOCK <sup>1</sup>

Sir

Portsmouth Novemr 19. 1776 –

The Letter from the Honle Marine Committee of the 18th Ult; is just come to hand incloseing the two Resolves of Congress by which I am Ordered to accot with the Honle Committee for the Continental share of Prize money and also to make Distribution among the Officers & people of their allotted Prize money I shall take care to comply in every particular; The Honle Committee will please to take notice that only one Prize viz. the Ship *Royal Exchange* has come into my hands the sale of which was compleated two Days since I expect to Receive from the Vendue Master his accot in three or four Days when I shall immediately make out my accot relative to that Ship & Transmit it to the Honle Committee – I wrote last week to Esek Hopkins Esqre to send me a list of the Officers & People who have a share in this Prize & that I should be ready in few Days to pay them or their Agent their proportion of Prize money – This I did before receiveing the Letter from the Honle Committee as I was Determined to pay the Officers & People their share of the Prize Immediately as they have suffered in this heretofore – Esek Hopkins Esqre has appointed me Agent (by his Letter) for the Officers & Seamen for the Ships of War under his Command to receive proportion & pay their allotted Prize Money, by which it seems the Officers & Seamen or the Commanding Officer for them have the Liberty to appoint their own Agent of this the Honle Committee will please to inform me as also what Commission I am to Charge on Prizes, and what on my other Business, I am somewhat at a loss in some part of the Honle Committees Letter Where it says “We shall allow you all your just Expenditures on accot of the Continent to be charged against their share of Prize money” The way I shall proceed is this after Deducting all Charges & Com[mission]s from the amount of Sales two thirds of the Neet sum will be carried to the Cr[edit] of the Honle Committee's the other third part to the Agent (who the Officers & People appoint, to receive it []) to be proportioned agreeable to Resolves of Congress

Mr [Joshua] Wentworth who was Agent for the Schooners under General Washington is ready to accot for the Prizes which he has in his Hands only waits an Order from the Honle Committee or General Washington Directing to whom it should be paid and by whom the accots are to be settled I Shall be happy to have an Answer to these several matters as soon as may be for my Direction – I have the Honor to be with Great Respect [&c.]

J Langdon



The Honle John Hancock Esqre  
President of Marine Comtee Philadelphia

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

SALE OF CAPTORS' SHARES IN THE PRIZE SHIP *Julius Caesar* TO THE  
STATE OF MASSACHUSETTS <sup>1</sup>

In the House of Representa[tives] Novr 19: 1776

Resolved That Messrs Caleb Davis, Jedediah Prebble and William Story be and they hereby are in behalf of this State fully Authorized and impowred to Contract and Agree with Capt John Foster Williams his officers and Men or the agents for them for their third part and Share of the Ship *Julius Ceasar* her appurtenances and Cargoe latly taken as prize by him in an armed Vessell belonging to this State for such sum and Sums of money as they shall think proper – not exceeding the Sum of Ten Thousand Pounds – Sent up for Concurrence

J Warren Spkr

In Council Novr. 19t 1776

Read & Concurr'd

John Avery Dpy Secy

Know all men by these presents That we John Foster Williams Commander of the Sloop *Republic* belonging to the State of Massachusetts bay Samuel Lake first lieut Joseph Smith Second lieut and Isaiah Stutson Master of the said Sloop and the said Joseph Smith and Isaiah Stutson as agents for the other officers and Crew belonging to the same Sloop for and in consideration of the sum of ten thousand pounds lawful money to us in hand paid before the ensealing hereof by Caleb Davis Jedediah Prebble and William Story a Comtee of the Great and general Court of the State aforesaid The receipt whereof we hereby Acknowledge Have and by these presents do Grant Bargain and Sell unto the said Caleb davis Jedediah Prebble and William Story for the use of the State aforesaid one full third part of The whole Hull or body of the Ship *Julius Ceasar* her boats Tackle Apparrell Sails Riggins Anchors Cables Furniture and Appurtenances whatsoever to her belonging or appertaining also one full third part of all the Cannon Small Arms implements and Warlike Stores belonging to the said Ship and one full third part of all the Cargoe and Stores of every Sort on board said Ship when taken as prize and belonging to said Ship lately taken as Prize by said Sloop and, brought into the harbour of Boston To have and to hold the same unto the said Caleb Davis Jedediah Prebble and William Story to the only proper Use and behoofe of the State of Massachusetts bay And we do hereby Covenant to Warrant and defend the same unto the said Caleb Davis Jedediah Prebble and William Story for the use aforesaid Against the lawful Claims and demands of all and every person and persons whatsoever In Witness whereof we hereunto set our hands and Seals the Nineteenth day of november Anno Domini one thousand Seven hundred and Seventy Six —

Signed Sealed & delivd

in the presence of us

John Dean

John Grimes

Jno F Williams

Sam<sup>l</sup> Lake

Joseph Smith

Isaiah Stetson

Memo the interlineation of one full third part of in three places & the words on board said Ship when taken as prize and were done before Signing

1. Mass. Arch., vol. 211, 140-42.

WILLIAM SEVER TO JAMES BOWDOIN, PRESIDENT OF THE MASSACHUSETTS  
COUNCIL <sup>1</sup>

Sr

Kingston 19th Novr 1776

I yesterday addressed a line to you,<sup>2</sup> mentioning the arrest of a prize of Capt Samson's of the Brig *Independence* with a number of Irish men on board.<sup>3</sup>

as the Supporting such a number of people here will be expensive, I have thought it advisable to send Lieut Adams the prize master to Boston to take the orders of the Honble Board respecting them. can they be considered as prisoners & sent on board the flag of truce at Marblehead & if they can with propriety they may answer a valuable purpose, if not I believe a great part of them might be taken into families for their labor through the winter many of them I find have families in Ireland & are very desirous of getting home as soon as they possibly can - shall hope soon to receive the orders of the Honble Council respecting them [&c.]

W Sever.<sup>4</sup>

1. Mass. Arch., vol. 166, 52-52a.

2. Mass. Arch., vol. 211, 176.

3. Brigantine *Nancy*, 140 tons burden, John Churchill, master, *Independent Chronicle*, Boston, December 26, 1776.

4. On November 21 the Council ordered:

That such of the said Irishmen as are desirous to return home be sent on board the Flag of Truce now at Marblehead bound to Halifax; and that such of them as chuse to tarry may have liberty to enter into our sea service or be put out by the Comtee of correspondence &c at Plimouth into families where they may maintain themselves by their labor thro' the winter . . .

Mass. Arch., vol. 166, 53.

GOVERNOR NICHOLAS COOKE TO COLONEL WILLIAM RICHMOND <sup>1</sup>

Sir

Providence Novr 19th 1776

I have recd certain advise, from the Generals Lee and Greene informing me that a large Body of his Britanic Majesty's Forces have lately embarked at New York, and as their destination is unknown, it is imagined they are going to make an Attack upon Newport. You will take every proper & prudent method to put the Town of Newport in the best posture of defence possible, - And that you endeavour to cultivate a Harmony among the Officers & Soldiers. - I have called the General Assembly to meet on Thursday next at East Greenwich, in order to take the proper steps for supporting & sustaining you in Case of Need. I am sr  
Nich<sup>s</sup> Cooke

1. Letters from the Governor, 1768-1777, R. I. Arch.

DANIEL BEARS' SLOP ACCOUNT AGAINST THE CONTINENTAL SHIP  
*Columbus*<sup>1</sup>

1776	Daniel Bears	To the Ship <i>Columbus</i>	Dr
			Penns Curry
January 10th		To 1 Great Coat	£1.18..-
" 18.		To 1 Jacket	1..8..-
" 20		To 1 Ditto	1..8..-
" "		To 1 Check Shirt	16..6
February 1st		To 1 P Stockings	5..-
15		To 1 P Shoes	7..6
March 19		To 2½ Yds strpd Halld a 1/9	4..4½
" "		To 2½ Yds Check a 1/8	4..2
April 18		To 7 Yds Check a 1/8	11..8
June 12		To Cash	1..5..3
		To Commission on the above	8..3
August 4		To Cash	5.12..6
" "		To Cash	3..0..0
			<hr/>
			£17..5..2½

Newport 19 Novemr 1776

Erros Exceptd

Jos<sup>p</sup> Hardy

Mr Bears entd as Midshipman on Board the *Columbus* the  
20th Novemr 1775 & advanced to Gunner the 1st June  
1776 as P his Warrant J:H:

1. Manning Collection, Record Group 219, NA.

JOHN COTTON TO BARNABAS DEANE<sup>1</sup>

Sir/ Middletown Novbr 19th 1776

I Wrote to Aquaint you that I have Taken two blls of Your Pork for the Ship<sup>2</sup> Which was in Tewels Store Capn [Dudley] Saltonstall Desires that I would have You Send Down Some Coffee and Sugar and Chocolate if you have Any for the Ships Stores Round to New london What Other he wants I shall Endeavor to Gett here, and the above if they are to be Gott here if they Are they [are] Extravagant the prices Being high, as people are So Exceeding high in their prices they Know well Nott to ask if you have any Spare Bags I Could wish you Would Send Down ½ Dozen as the Ship Wants them and the Capn Mentioned itt To Me I am Sir With Regards [&c.]

John Cotton

N B The Ship Must Goe away this Week if the Tides Rises

yrs J - C

1. Barnabas Deane Papers, ConnHS.

2. Continental frigate *Trumbull*.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT PRIVATEER SLOOP *American Revenue*<sup>1</sup>

Sloop <i>American Revenue</i> <sup>2</sup>	Dr	£	S	D	Pr	Contra	Credit
Novemr	30 pieces of Guinea Cloath	8	3	6	Novemr	18 Yards of tow	Cloath
the 19th	9 White Holland Shirts	9	10	0	the 19th	1 Barl of Flower	
1776	to pair of Everlasting Breeches	1	6	0	1776	2 Small Arms	
	to Short Duffel Coat	2	11	0		2 pair of Pistols	
	to 1 Cotton Jacket	3	0	0		1 Small Barl of powder	
	to 1 Strait Bodied Coat of Superfine Broad	17	2	0		Wtt 25 Lb	
	Cloath & Waist Coat						
	to 1 Lappel Jacket	0	16	0			
	to 1 Green Strait Bodied Coat	2	0	0			
	to 1 pair of Short Linen Breeches	1	6	0			
	to 1 pair of Linen Stockings	0	10	0			

1. Shaw Papers, 1775-1782, Ledger 7, YUL.

2. The *American Revenue* was commissioned October 9, 1776, owned by Nathaniel Shaw, Jr. & Co., of New London, and commanded by Samuel Champlin, Jr., Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, I, N.A.

NATHANIEL SHAW, JR.'s ACCOUNT AGAINST THE PRIZE SHIP *Mary*<sup>1</sup>

Ship <i>Mary</i> <sup>2</sup>		Dr	Pr	Contra Credit	£.	S.	D.
Novemr the 19th 1776	To 18 Yards of Tow Cloath	L. S. D.		30 pieces of Guinea Cloath	8	3	6
	to 1 Barrel of Flower			9 White Holland Shirts	9	10	
	to 2 Small Arms			1 Pair of Black Everlasting Breeches	1	6	
	to 2 pair of Pistols			1 Short Duffel Coat	2	11	
	to 1 Small Barrel of powder			1 Cotton Jacket	3	0	
	Witt 25 Lb			1 Strait Bodied Coat of Superfine Broad Cloath			
				1 Waiscoat of the Same	17	2	
				1 Lappel Jacket	0	16	0
				1 Green Strait Bodied Coat	2	0	0
				1 pair of Short Linen Breeches	1	6	0
				1 pair of Linen Stockings	0	10	0
					£46	4	6
				1 Doctors Box of Medicines			
				1 small Do with Surgeons Instruums			

1. Shaw Papers, 1775-1782, Ledger 7, YUL.

2. The *Mary* was a prize of the Connecticut privateer *American Revenue*.



CAPTAIN NICHOLAS BIDDLE TO ALEXANDER TODD <sup>1</sup>Indent of Sundrey Slops Wanted for the *Randolph* Frigate

Great Coats . . . . .	20
Outside Jacketts . . . . .	200
Inside do . . . . .	60
Shirts . . . . .	200
Frocks . . . . .	100
Pair of Shoes . . . . .	260
Stockings . . . . .	300
Caps . . . . .	250
Hatts or Dutch Caps . . . . .	100
Beds . . . . .	180
Rugs & Blanketts . . . . .	260
Woollen Trowsers . . . . .	240
Mittens . . . . .	280

Please to Deliver the Slops mentioned in the above Indent for the Frigate *Randolph*

November 19th 1776

Nicholas Biddle

1. Charles Roberts Autograph Collection, HCL.

CONTINENTAL BOND FOR THE MARYLAND PRIVATEER BRIG *Sturdy Beggar* <sup>1</sup>

Nov 19th                      *Sturdy Beggar*, Maryland brig. Guns: 14. Crew: 100  
 1776                      Bond: \$10,000. Master: John McKeel  
                                  Bonders: John McKeel, John Muir and Frederick Green, Baltimore.  
                                  Owners: Lux & Bowly, Baltimore.  
                                  Witness: Richard Ridgely

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XIV, NA.  
 An abstract from the bond.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Tuesday November 19th 1776

Ordered that the Commissioners of the Navy be requested to lay before his Excellency the Governor a Return of the present state of the Marines belonging to the several Vessells in the service of this Commonwealth

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 244, 245.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Tuesday 19th Novr 1776. –

Ordered that the keeper of the Public Store deliver unto Aron Jeffery's One thousand Pump Nails, five hundred Scupper Nails & seven Fishing Lines for the use of the Schooner *Revenge*. –

Ordered that Mr. William Holt deliver unto Capt Thomas Lilly two hhds Rum and one hhd Whiskey for the use of the Brig *Liberty* –

1. Navy Board Journal, 110–11, VSL.

“A JOURNIEL KEPT BY EPHRAIM BRIGGS OBOURD OF THE GOOD SLOOP *Warren*  
A BOLD PRIVATEER A SECOND CRUIZE.”<sup>1</sup>

Tuesday November the 19 Day 1776

Latter Part Tuesday Morning Eight A Clock Saw A Sail Bearing S E. the Wind at N E. Called all hands Made sail Got Up Guns spoke with Her prooved to Be A Brigg from Maryland Bound to France Been four Days out Judged Herself in the Long of 66:6 Dischar[ge]d our Guns Jib'd ship Hal'd By the Wind took in two Reefs in our Mainsail the wind at N E. steering by the Wind to the Wind [*sic* West].

1. RIHS.

VAN BIBBER & HARRISON TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Gentlemen

St Eustatia 19th November 1776 –

I Have by different oppertunitys lately Advised you of the Change and turn that has taken place here by Government in favor of the American States. Now our Flag flies current every day in the road

The Merchants here were Always complaining of Government untill they would give as much Protection and Indulgence here to us as the French and Spainards do. The orders from the States [General] and Great West India Company to this Governour for the Prohibition of the Export of Powder and other Warlike Stores Expires the 28th Instant. It's made Publick and the Governour is daily expressing the greatest desire and Intention to protect a trade with us here – Indeed they begin to discover their Mistake and are now very Jealous of the French's running away with all their Trade. All kinds of goods and Warlike Stores are very Plenty here and much more Reasonable than they are at the French Islands & All your goods purchased here, and at a very great expence & Risque too they are [sent] up to Martinique to be reshipped to Maryland in your Vessels as they all Arrive there. Your Flower, Bread and Tobacco is all sent down here to be sold as this is allways the best Markett for your Produce especially Tobacco which this is the Only Markett for, All these goods are burthened with a very heavy freight from Martinique here and Never fail to suffer great Abuses in the way, Hhds broken all to pieces & the Tobacco hove loose a Shore &ca &ca indeed its lessened in Value 50 p Cent – All this I have often mentioned in Sundry of my last letters to your Honourable House – I have Enclosed all my own private accounts by three different Vessels, I hope you have received some of them and Flatter my self they will be Approved off as I must assure you I never omitted doing any thing that has ever been in my Power that cou'd serve my Country

Sir's on Mr [John] Crocketts arrival here I intended to have returned home and left him to Settle my Affairs here, but my Circumstances are such that our Creditors would not Consent to my leaveing this place untill our debts were discharged.

I shall endeavour to content my self untill it may suit you Enable us to Wind up what we have done for our State here & will render every Service in my Power during my stay; tho I must inform you that I dislike my Station and would be happy if it was to be in my power to leave it very soon – I have endeavoured allways to Encourage all the Trade & Speculations that was possible to any part of the Continent, and particularly to our State as perhaps you may have observed – and I have engaged into some Concerns very largely, in order to enduce others to Speculate to our State Vizt in particular in two Ships ordered to be purchased in Baltimore and load out from there – One of them I engaged to be a fifth and the other a Fourth Concerned, this was purely to serve my Country, and my engagements otherwise will Scarcely Admit of my being Concerned. This I inform you off with an Expectation that you would take the Risque, Profit or Loss of[f] my hands. The Plans of the Voyages are good & we will Attend to and see them well Managed &ca Mr John Crockett is to return and is the Bearer of this he is well acquainted with all Matters here that you may wish to be Advised off & to him please to be refered, Should he at any time want a sum of Money to execute any orders he may receive, I Hope you will not hesitate to let him have it as I assure you Gentn that he will not call on you for it Unless it is to Execute orders that he may Receive from me or through my Recommendation &ca. I shall In future send my letters under Cover to Mr Crockett who will imeadiately wait on whomsoever you may direct him to with them. Our Mr R. H. [Richard Harrison] is at Martinique and has lately dispatched several of your Vessels with very Valuable Cargoes &ca. I am doing all I can to send home Salt & have borrowed many large Sums of Money in order to join with Merchants here to hold part of their Vessels & Cargoes to induce them to send in Salt. We never had any orders to join your Honourable House into Partnerships or perhaps we shou'd have chose to Interested you before ourselves—Indeed we are as the Saying is Makeing one Nail drive another & Shoeing the Horse, for when we were able to pay of[f] one Debt it give us a Credit for Twice as much, which Credit we allway Modestly made Use off –

Capt Robertson [Isaiah Robinson] of the Continental Brig *Andrew Doria* arrived here three days agoe and Saluted the Fort with eleven Guns the Salute was returned from the Fort with 18 Pounders and the Capt most graciously received by his Honour the Governour and all Ranks of People. Its esteemed here by the first Gentlemen a favor and Honour to be Introduced to Capt Robertson – all American Vessels here now were [*sic* wear] the Congress Coulours. Tories Sneak and Shrink before the Honest & Brave Americans here –

Robertson and his Officers & Crew make so good an Appearance in every Respect & such good order Observed, that it gives the Greatest pleasure to the friends of our States and Strikes the Tories with terrour and Confusion – Gentlemen we have the Honour to be [&c.]

Van Bibber & Harrison

20 Nov.

POWER OF ATTORNEY GRANTED BY OFFICERS AND MEN OF H. M. S. *Amazon*<sup>1</sup>

[Extract]

No 20. Know all men by these presents That We who have hereunto Set our hand and Seals being the Admiral [*sic*] Captain Officers Seamen and Others, now or late belonging to his Majestys Ship *Amazon* Have constituted and appointed, and do hereby constitute Authorise and appoint Maximilian Jacobs Esqr Commander of his Majestys Ship *Amazon* and Alexander Thomson of Halifax Nova Scotia Gentleman, to be our true and Lawfull Atty and Agent for us, in our names and to our uses to Solicit transact and take care of all our concern and Interest in any Prize or Prizes Seizures or Recaptures, that have been or shall betaken Seized retaken or destroyed by the said Ship or to which we are, or shall be intituled by any means Whatsoever and in all Head money or other monies arising from such Capture and Interest. Giving and hereby granting to our said atty & agent our full Power and authority in the Premisses for Inventorying Appraising Condemning and Selling the said Prize or Prizes Seizures and Recaptures their Cargoes Tackle Guns Apparel & Furniture and for the receiving the money arising thereon: And also the said Head money by Bill made out by the Honorable Commissioners of his Majestys Navy, and our several Shares of the Whole, and for the recovering Obtaining compounding and discharging the same. And generally to do and Act for us and for our use and safety; as fully and effectually to all intents & purposes as we our Selves might or could do collectively or Seperately being personally present Acquittances and Releases and other discharges to make and grant, ratifying and confirming all and whatsoever our said Atty and agent or his Substitutes shall Lawfully do or cause to be done in the Premisses by Virtue of these presents. In Witness whereof we have hereunto set our hands & Seals the twentieth day of November in the year of our Lord 1776, and in the seventeenth year of the Reign of our Sovereign Lord George the Third by the grace of God over great Britain &c. —

Sealed &amp; Delivered

in the Presence of us

John E<sup>d</sup> T<sup>s</sup> WrightMax<sup>n</sup> Jacobs JunrMax<sup>n</sup> Jacobs CaptainBaynto<sup>m</sup> Prideaux Lt

Thomas Shaw Acting Master

Benj<sup>a</sup> Green Newcomer Lt of Marines

James Mallandain Boatswain

Joseph West Gunr

Sam<sup>l</sup> Crump (Purser)

Daniel Webb Carpr

Sam<sup>l</sup> Best Surgn

[and 125 crew members]

[Endorsed] Received and Registered 20th December 1776. —

1. N.S. Arch., vol. 499, Vice Admiralty Records, Register of Letters of Agency, book 2, 1776–1781.

JOURNAL OF H. M. SLOOP *Albany*, LIEUTENANT MICHAEL HYNDMAN<sup>1</sup>

November 76  
Sunday 17th

The Isle of Monhagan WBS Dist 2 Leags  
at 8 AM more modt Set the fore & mizn Topsails Saw  
Severall Small Sails in Shore Made Sail & gave Chace at  
Noon the *Diligent* in Sight  
Modr & Cloudy Wr at 2 PM gave Chace to 4 Sail to the No  
ward at 3 they all got in Amongst Some Small Islands was  
Obliged to leave Of[f] Chace at 4 Saw a Large Sloop to the  
Et ward gave Chace at 1/2 past 5 in running Past the  
Island of St Georges, Struck upon a rock bearing from the  
So end of St Georges SbE Dist 4 Miles this rock is Called by  
the Inhabitants the Old Man and is very Dangerous being  
Covered at 2 thirds flood Fird Severall Guns & made the  
Signl in Distress to the *Dilligent* which was Close by but did  
not come to our Assistance all the Night Struck Top Gallt  
Yards and Top Gallt Masts empd Starting Water

Monday 18th

At 6 AM Mannd & Armed our Boats to go in Among the  
Islands to get a Vessell to take our Guns out 10 Do they Re-  
turned with 3 Sail Vizt 1 Sloop & 2 Schooners, Hauld  
the Large Schooner Alongside Empd getting the Guns on  
Board her at Noon the *Dilligent* in Sight Working up to us.  
Modt & fair Wr Empd getting Provisions on Board our  
Prizes at 5 we endeavored to heave of[f] but Could not get  
of[f] Empd getting out more Ballast & got a Cable & Anchor  
from the *Dilligent* & laid it out a Stern as well as our own

Tuesday 19th

At 5 AM hove upon Both but the Ship did not float Empd  
Lightning Still Stove many Casks in the Hold & hove over-  
board a great Quantity of Wood from the Prize Sloop to get  
our Provisions Put on Board of her  
Light Winds & Cloudy

Empd Starting the Ground Tier of Water & getting all Other  
heavy Stores out in order to Lighten the Ship at 5 PM hove  
Off the rock the Wind Shifting to the SW was Obliged to  
Slip the *Dilligent* Cable to Keep Clear of the Rock, Sent the  
Boat a Head to Sound at 6 Do Anchd in 7 fathm with the  
Bt Bower Sent men on Bd our Prizes to bring them in with  
our Guns & Provisions

Wednesday 20th

at 8 AM Hove up with our Prizes & run into Georges Har-  
bour Anchored with the Bt Bower in 10 fathom got the  
Schooner Alongside wth our Guns at Noon got all our Guns  
on Bd & Some of Provisions the *Dilligent* Anchored here.  
Variable Wr Empd getting our Provisions on Bd & Stowing  
it Away & filling Salt water to Ballast the Ship there being  
very little fresh to be got on the Island.

1. PRO, Admiralty 51/23.



JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Wednesday Novr. 20th. 1776.

Petition of Joshua Gray, representing that he was wounded. at Ticonderoga in an engagement on board a Row Galley. — That he is in a distress'd situation — & has not any Money to bear his Expences home &c and praying for Relief &c — In the House of Representatives. On the Petition of Joshua Gray of Wells in the County of York —

Resolved that there be allowed, & paid out of the Treasy of this State to the Petr. the Sum of Two pounds, as a temporary Relief to defrey his Expence home, being in great pain of Body, and low Circumstances in life, the above Sum to be consider'd, as a Donation to the abovenamed Joshua Gray.

In Council. Read, & Concurred. —

Consented to by 15 of the Council. —

1. Mass. Arch., vol. 36, 180, 183.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 20th. Novr 1776. P. M.

Upon a Motion Resolved that the Sloop *Republic* belonging to this State, be fitted immediatly for Sea. —

Resolv'd, That, a Committee be appointed to engage a Captain to Command said Sloop. — That Mr [Ellis] Gray be this Committee. —

Resolv'd, that a Committee be appointed to engage two or more Vessels, to go to Penobscot for loads of Lumber. — That, Mr [Samuel P.] Savage be this Committee. —

Resolved, That a Committee be chosen, to provide a Commander, who shall take charge of the Ship *Julias Caesar*, and get her fitted for Sea immediatly. — That Mr [John] Brown be this Committee. —

Resolved, That the President acquaint Mr Bigelow of Worcester, that this Board is ready to Contract with him for any quantity of Pork. —

Resolved, that the President move in the General Assembly to morrow, for leave to take into Possession, the Ship *Julias Caesar*, a quantity of flour at Pittsfield, and the Sloop *Republic*. — That Mr [Samuel Allyn] Otis be this Committee. —

Att Jam<sup>s</sup> Swan Secy. —

1. Mass. Arch., vol. 148, 2-3.

ORDER OF THE MASSACHUSETTS COUNCIL TO THE SHERIFF OF MIDDLESEX COUNTY <sup>1</sup>

The Sheriff of the County      Council Chamber [Boston] Novr 20, 1776  
of Middlesex

You are hereby ordered forthwith to remove the Prisoners mentioned in the Schedule Annexed — amounting to Twelve in number, if they are found within your Precinct — to the Town of Marblehead in the County of Essex, there to be delivered to the Sheriff of the said County of Essex, his under Sheriff or deputy,

or to the Committee appointed to negotiate the Exchange of Prisoners, together with a Copy of this Precept – hereof Fail not, and make return of this precept with your doings hereon into the Secretary's Office as soon as may be –

	A true Copy	Attest	John Avery	Dpy Secy
[Annexed]	Prisoners to be sent to Halifax in the Flag of Truce –			
Hopkinton	John Mulcaster	Midshipman –		May 1776
	Robt Campbell	– Voluntr		June 24, 1775
	Willm Furnival	– Midshipman –		May 6, 1776
	Robert Basden	– 3d Lieutenant of the		Decr 1775
	<i>Niger</i>			
	Thomas Payne Stant	– Midshipman –		Feby 8, 1775 [sic]
	Richard Edgecumb.	Seaman, on board the	<i>Chatham</i>	
	John Lear	ditto	<i>Falcon</i>	
	and 4 Others			

Framingham      John Loring – a Midshipman son to Comodr Loring

1. Mass. Arch., vol. 8, 156, 157. See Hopkinton Committee of Safety to the Massachusetts General Court, November 13.

INSTRUCTIONS TO CAPTAIN JAMES MUNRO, COMMANDER OF THE  
RHODE ISLAND PRIVATEER SHIP *Blaze Castle* <sup>1</sup>

By the Honorable Nicholas Cooke Esquire Governor  
Captain General and Commander in Chief of and over  
the State of Rhode Island and Providence Plantations –

Instructions to James Munro Commander of the Ship *Blaze Castle* a Private Vessel of War to whom I have issued a Commission or Letters of Marque and Reprisal.

First. You may by Force of Arms attack, subdue and take all Ships and other Vessels belonging to the Subjects of the King of Great Britain or any of them (other than the Inhabitants of Bermuda or the Bahama Islands) on the High Seas, or between high-water and low water Marks, except Ships and Vessels bringing Persons who intend to settle and reside in the United States of America, or bringing Arms, Ammunition or warlike Stores to the said States for the use of such Inhabitants thereof as are Friends to the American Cause, which you shall suffer to pass unmolested, the Commanders thereof permitting a peaceable search, and giving satisfactory Information of the Contents of the Ladings and Destinations of the Voyages.

Secondly. You may by Force of Arms attack, subdue, and take all Ships and other Vessels whatever carrying Soldiers, Arms, Gunpowder, Ammunition, Provisions, or any other contraband Goods, to any of the British Armies, or Ships of War employed against these States.

Thirdly. You shall bring such Ships and Vessels as you shall take with their Guns, Rigging, Tackle, Apparel, Furniture and Ladings to some convenient Port or Ports within the United States, that Proceedings may thereupon be had in due

Form before the Courts which are or shall be there appointed to hear and determine Causes civil and maritime.

Fourthly. You or one of your Chief Officers shall bring or send the Master and Pilot and one or more Principal Person or Persons of the Company of every Ship or Vessel by you taken, as soon after the Capture as may be, to the Judge or Judges of such Court as aforesaid to be examined upon Oath and make Answer to the Interrogatories which may be propounded touching the Interest or Property of the Ship or Vessel and her Lading, and at the same time you shall deliver or cause to be delivered to the Judge or Judges, all Passes, Sea Briefs, Charter Parties, Bills of Lading, Cockets, Letters and other Documents and Writings found on board, proving the said Papers by the Affidavit of yourself or of some other Person present at the Capture, to be produced as they were received without Fraud, Additions, Subtraction or Embezzlement.

Fifthly. You shall keep and preserve every Ship or Vessel and Cargo by you taken, until they shall by sentence of a Court properly authorized be adjudged lawful Prize, not selling spoiling wasting or diminishing the same or Breaking the Bulk thereof nor suffering any such thing to be done.

Sixthly. If you or any of your Officers or Crew, shall in cold Blood Kill or maim, or by Torture or otherwise, cruelly, inhumanly, and contrary to common usage and the Practice of civilized Nations in War, treat any Person or Persons Surprised in the Ship or Vessel you shall take the offender shall be severely punished.

Seventhly. You shall by all convenient Opportunities send to Congress written Accounts of the Captures you shall make with the Number and Names of the Captives, Copies of your Journal from Time to Time and Intelligence of what may occur or be discovered concerning the Designs of the Enemy and the Destinations Motions and Operations of their Fleets and Armies.

Eightly. One Third at least of your whole Company shall be Landsmen.

Ninthly. You shall not ransom any Prisoners or Captives but shall dispose of them in such Manner as the Congress or if that be not sitting in the State whither they shall be brought as the General Assembly Convention, or Council or Committee of Safety of such State shall direct.

Tenthly. You shall observe all such further Instructions as Congress shall hereafter give in the Premises when you shall have Notice thereof.

Eleventhly. If you shall do any Thing contrary to these Instructions or to others hereafter to be given, or willingly suffer such Thing to be done, you shall not only forfeit your Commission and be liable to an Action for Breach of the Condition of y[our] Bond but be responsible to the Party grieved [for] Damages sustained by such Malversation.

Given under my Hand at Providence in State aforesaid this Twentieth Day of November in the Year of Our Lord One Thousand Seven Hundred and Seventy Six.

Nich<sup>s</sup> Cooke <sup>2</sup>

[Endorsed] Providence Novemr 20th 1776 I acknowledge the aforewritten to be true a Copy of the Instructions given me by his Honor the Governor with

my Commission as Commander of the Ship *Blaze-Castle* a private Vessel of War.

Witness Henry Ward Secry

James Munro

1. Maritime Papers, Letters of Marque, Commissions and Instructions, R. I. Arch.
2. As of this date the manner of issuing instructions to privateer captains in Marblehead was changed. Instructions had previously been headed: "In Congress Wednesday April 3d 1776," and signed "By Order of Congress John Hancock, President." However, the instructions were not altered.

#### CLEARANCE CERTIFICATE FOR THE RHODE ISLAND BRIGANTINE

*Harry*<sup>1</sup>

Port of }  
Providence }

State of Rhode-Island and Providence Plantations.  
This may certify all whom it may concern, That *James Bourk* Master of the *Brigantine Harry* Burthen *Thirty* Tons, or thereabouts, by Register, mounted with *No* Guns, navigated with *Five* Men, and bound for *Hispaniola* having on board *Thirty* Hogsheads of *Fish* *Twenty Thousand* of *Hoops* *Two Hundred* Shaken Casks *Three Thousand* Ropes of *Onions* *Five Thousand* Bricks *Ten Thousand* Feet of *Boards* and the necessary *Provisions for the Voyage* hath complied with the Requisites for qualifying Vessels to trade.

Henry Ward  
Intendant

Given under my Hand and Seal of Office, at Providence aforesaid, this *Twentieth* Day of *November* in the Year of our Lord 1776

1. Maritime Papers, Bonds, Masters of Vessels, 1776-1778, R. I. Arch. A printed form with the blanks filled in, and shown in italics.

JEDIDIAH ELDERKIN AND NATHANIEL WALES, JR. TO GOVERNOR JONATHAN TRUMBULL<sup>1</sup>

To the Honourable the Governor and Council of Safety of the State of Connecticut agreeable to your Honors Directions, We the Subscribers have repaired to New-london, and Examined into the Curcumstances of Capt Hardens [Seth Harding] Stopping the Ship *Mary* under the Command of Capt Thos Kanady from proceeding on her Voige; and the reasons of her being Detained in this Harbour till this time; have taken Several Depositions also copys of his orders & Instructions which We hearwith transmit to your Honors, by which We apprehend the dangers attending the sailing of said Ship at the time She was stoped and Since Will appear Nearly in their true Light: but we think it our duty to further inform: that we have advised with Mr Nathl Shaw Jur Capt [John] Deshon and sundry other Gentlemen Well acquainted with the Coast the place where the British Ships are Cruising and with the temper of the Crew on board the Ship *Mary*, and they unanimously agree that it was the most Likely that had said Ship proceeded as Was intended when stoped or since, She Would have been taken by our Enemies



or have been delivered up by the Crew. and those acquainted with her Cargo say that it has been so long shipd it is doubtful whether it will not Spoil on the Voige, that flax seed will answer much better and be Safer for both the publick and the owners – and it seems to be a General opinion that there is a probability that Considerable part of our Army May be wanted here, in which Case it may be Extreem difficult to provide flower for them – and it seems to be the opinion of every one that Capt Harden Conducted prudently in stoping the Ship from sailing. We Conferd with Capt Kanady on the Subject. he says it is a fact that the most of his Crew & his Mate Were Prisoners brought in by our Armed Vessels & that they belongd to Europe and were straingers to him but Says he Could get no others: and had orders to sail, and therefore thought best to take them – & that they promised to be true to him in the Voige but he freely Confesses to us that it is his opinion that if he had Gone Out when he intended, it is most Likely he Should have been taken by those British ships, or that his Crew would have proved unfaithful: he also agrees with those who say their is danger of the Cargos takeing Damage if attempted to be Carried to Europe, he Left the Ship on her first being stoped but is now gone on board and promised us this Day to take good Care of the Ship & Cargo till he hears further; Says he has wrote to the General Congress the whol affair: it appears to us that the Danger is still as great, as to said ship going to sea as ever – and that She Stands but a very smal Chance to escape our Enemies. all which is humbly submitted to your Honrs by your [&c.]

Jed<sup>h</sup> Elderkin      Nath<sup>l</sup> Wales Jur

Newlonden November the 20th Ad 1776

1. Shaw Papers, NLCHS. See Journal of the Connecticut Council of Safety, November 15, 1776.

*Connecticut Journal*, WEDNESDAY, NOVEMBER 20, 1776

New-Haven, November 20.

Last Friday se'nnight was sent into the Port of New-London, by the Continental armed Brig *Cabot*, Capt. [Elisha] Hinman, a Prize Ship, burthen about 200 Tons, bound from Jamaica to Scotland, laden with Rum, Sugar, &c.<sup>1</sup>

A few days since, a number of men landed from one of the enemy's tenders, on a point of land at Stamford, remote from the inhabitants, where they shot and carried off two fat cattle.

1. The ship *Clarendon*.

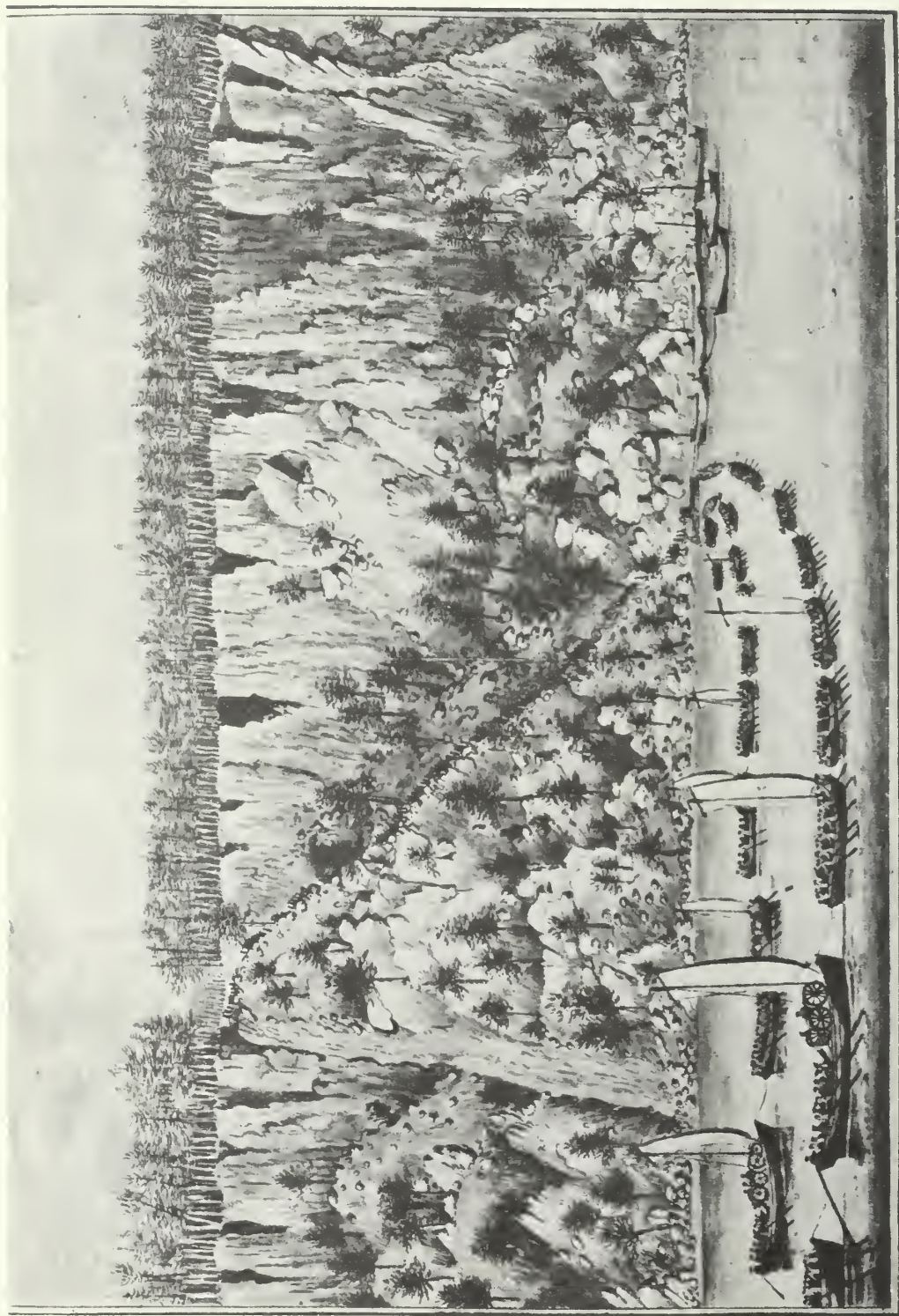
JOURNAL OF AMBROSE SERLE <sup>1</sup>

[New York] Wednesday, [November] 20th.

The *Solebay*, convoying Transports with the 6th. Regiment on board, arrived from St Vincent's. They saw the great Fleet of Transports homeward bound off Nantucket Shoals.

1. Tatum, ed., *Serle's Journal*, 144.





*The Landing of the British Forces in the Jerseys on the 20th November 1776 under the command of the Rt. Honl. Lieut. Genl. Earl Cornwallis.*

JOURNAL OF H. M. S. *Fowey*, CAPTAIN GEORGE MONTAGU <sup>1</sup>

November 1776 Do [Sandy Hook] No 79 Wt 220 Leagues.  
 Wednesday 20. at 8 AM out 3d reef of Fore & Main topsail, set the Mizzen & unbent the Cables and stowed the Anchors.  
 Moderate and Cloudy at 1/2 past 2 PM saw a sail to the SE made sail and gave Chace, at 7 began to fire at her, at 1/2 past 8 brought her to and found her to be one of our Transports that had been taken by a Rebel Privateer, took the Rebels out and sent 7 of my Men to assist the Master <sup>2</sup>

1. PRO, Admiralty 51/375.
2. *Fowey* journal, Sunday, December 22, 1776 reads: "at Anchor at Spithead . . . AM sent the Rebel Prisoners on board the *Centaur* & *Culloden* by Order of Sir James Douglas," PRO, Admiralty 51/375.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Wednesday, November 20, 1776

The Marine Committee to whom was referred the bringing in a plan for increasing the navy of the United States, brought in a report, which was taken in consideration; Whereupon,

*Resolved*, That there be immediately undertaken,

In New Hampshire,	1 ship of 74 guns, <sup>2</sup>
In Massachusetts Bay,	1 ditto of 74 ditto, and
	1 ditto of 36 ditto,
In Pensylvania,	1 ditto of 74 ditto,
	1 brig of 18 guns and a packet-boat;
In Virginia,	2 frigates of 36 ditto, each;
In Maryland,	2 ditto of 36 ditto each.

1. Ford, ed., *JCC*, VI, 967, 968, 970.
2. "Dimentions of a 74 Gun Ship":

		feet	Inc
	Length of the Keel for tonage	147	—
	Extream Breadth of Beam	49	—
	Depth in hold	19	—
	Height between decks	7	—
	Length of the Transom	31	6
	Breadth of floor	22	6
	Rising of Mide floor	2	—
Lower Deck	Port Cells from the Beams	2	6
	do in the Clear fore & aft	3	—
	do up & down	2	7
	Distance between the ports	8	1
	fore port abaft the Rabbitt of Stern	15	9
	after do before the rabbit of the post	17	10
	hanging of the Deck	2	—
	Port Cells from the Beams	2	4
	do fore & Aft in the Clear	2	8
	do Up & down	2	5
	Distance between the ports	8	5
	hight of the Waste amids	5	6
	Beak head Abaft the Rabbitt	6	6
	fore port abaft the Beakhead	3	6
	Tumbling home top timber	5	—

## 2. "Dimentions of a 74 Gun Ship"—[continued]

Height Under the Quarter deck		6	10
do fore castle		6	4
Length of do		43	6
do Quarter deck within two feet of the Main Mast			
Dimentions of the Quarter Gallery			
Lower Gallery	Length of the lower Stool of the lower Gallery		14 11
	Wedth of do		2 11
	Length of the lower Rim		18 8
	wedth of do		4 8
	Length of Upper Rim		17 3
	wedth of do		4 9
	Length of the Lower Rim		15 3
	Wedth of do		4 2
	Length of the Upper Rim		14 7
	Wedth of do		3 1
Length of the Upper Stool		10	8
Wedth of do		3	1
Projection of the Stern Gallery abaft the Stern		3	6
Bulk head of the poop within the Stern		2	6
Distance of the Brest of the Figure from the Hause piece		20	3
Length of the figure of the head		21	0

John Langdon Papers, Captain J. G. M. Stone Private Collection, Annapolis.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

[Philadelphia] November 20th, 1776.

Mr. [John Maxwell] Nesbitt to pay . . . Daniel Offley for Iron Work for the Battery *Putnam & Chevaux De Frize, &ca.*, £ 14 6 2.

*Resolved*, That Mr. [Thomas] Wharton & Mr. [Joseph] Blewer be appointed to revise & Fix the Pay of the Fleet of this State.

Mr. Nesbitt to pay Lewis Grant £ 10 10 0, for Gun Ladle & Powder Measures, £ 10 10 0, for the Armed Boat *Convention*.

An order was drawn on Mr. Nesbitt in favour of Messrs. Williams, toward the Armed Boat *Delaware*, to be charged to their Accounts.

Mr. Nesbitt to pay Messrs. Willing & Morris for Handkuffs, & other materials delivered for the Use of the Fleet, £83 1 0.

1. *Pennsylvania Colonial Records*, XI, 9, 10.

ORDER FOR SALE OF THE PRIZE SLOOP *Modesty*<sup>1</sup>

Court of Admiralty } To Matthew Clarkson Esquire Marshall of the  
Pennsylvania sst } City and County of Philadelphia

Greeting—Whereas at a Court of Admiralty lately held at Philadelphia upon the Bill of James Campbell who as well &c. against the Sloop or Vessell called the *Modesty* &c: It was judged and decreed that the said Sloop with her Tackle Apparel and Furniture and the Goods, Wares and Merchandizes found on board her at the Time of her Capture should be condemned as Prize for the Use of the Captors &c: You are therefore hereby commanded to expose to Sale at Public Vendue the said Sloop or Vessel called the *Modesty* with her Tackle Apparel and Furniture and all and singular the Goods Wares and Merchandizes found and taken on board her at the Time of her Capture And after deducting the Costs and Charges of the Tryal Condemnation and Sale and the Wages due to the several



Seamen and Mariners belonging to the said Sloop out of the Monies arising from the said Sale to pay the Residue of the said Monies unto the said James Campbell his Agent or Attorney to and for the Use of himself the Officers Seamen Mariners and all others belonging to or concerned in the private Schooner of War called the *Enterprize* And You are hereby further cōmmanded to pay the said Wages to the several Seamen and Mariners entituled to receive the same and to pay the whole of the said Costs and Charges into the Hands of Michael Hillegas Esquire Treasurer of this State – And how you shall have executed this Precept make Return to me at a Court of Admiralty to be holden at my Chambers in the City of Philadelphia on the Twentieth Day of December next And have you then there this Precept Given under my Hand and Seal the twentieth Day of November in the Year of our Lord one thousand seven hundred and seventy six –

Geo: Ross

1. Court of Admiralty Papers, Am. 677, HSP.

ADVERTISEMENT FOR DESERTERS FROM CAPTAIN ROBERT MULLAN'S  
COMPANY OF CONTINENTAL MARINES <sup>1</sup>

Sixty Dollars Reward.

Deserted from Captain Robert Mullan's Company of Marines, lying in the barracks at Philadelphia, the following persons, viz.

Thomas Mewkinny, labourer, about 5 feet 9 or 10 inches high, short fair hair, ruddy complexion, strong built, and lived near Jacob Miller's tavern on Lancaster road.

John M'Losky, a shoemaker by trade, about 5 feet 5 or 6 inches high, well set, short brown hair, one of his thumbs stiff at the joint, and withered so as to appear less than the other; he lived in the same neighbourhood with the former.

John Fritzingier, labourer, about 5 feet 9 inches high, fair hair, tied, slender built, German extraction, but speaks English well.

Joseph Lowry, labourer, about 5 feet 6 or 7 inches high, short fair hair, full faced, well set, and resided in the same neighbourhood with the former, and they are all four great cronies together.

Thomas Calwell, labourer, about 5 feet 9 or 10 inches high, a little stoop shouldered, strong built, and born in Ireland.

Thomas Sappington, labourer, aged 21 years, 5 feet 10½ inches high, sandy hair, slender built, born in Kent county, Maryland, and is supposed to have gone towards Warwick.

Jessy Redding, by trade a blacksmith, about 22 years old, 5 feet 7¾ inches high, and born in Maryland.

John M'Cashon, labourer, 5 feet 4 inches high, sandy complexion, stoops forward, and has the appearance of a hard drinker.

Neil Farron, labourer, born in Ireland, aged 26 years, 5 feet 4¾ inches high, short black hair, down look, and dark complexion.

Joseph Boys, labourer, born in Ireland, about 27 years of age, 5 feet 9 inches high, dark complexion, he cannot write, and is supposed to have gone towards Cumberland county. It is probable he may visit his friends in Chester county.

Hugh Conoley, labourer, born in Ireland, about 27 years of age, 5 feet 9 inches high, short black hair curled; was a servant before he enlisted, with one James Drum, West-Fallowfield township, Chester county, and is supposed to have gone that way.

William Taylor, a carpenter, born in England, 36 years old, 5 feet 4 inches high, lost his fore finger of his right hand.

John Hill, born in Ireland, about 25 years of age, 5 feet 2 inches high, and is a sailor.

John Campble Brown, about 5 feet 6 or 7 inches high, has lost his left eye, and is of a sandy complexion.

Samuel M'Cormick, labourer, enlisted at Port Penn, is about 37 years of age, 5 feet 5 or 6 inches high, is well set.

Whoever secures said deserters, and sends them to their respective company at the barracks in Philadelphia, shall have the above reward, of Four Dollars for each, and all reasonable charges, paid by

Robert Mullan, Capt. of Marines

1. *Pennsylvania Journal*, November 20, 1776.

#### JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Wednesday November 20th 1776

The Commissioners of the Navy having informed this Board that the Schooner *Revenge* Capt [William] Deane is ready to proceed to Sea and desired to know if Coracoa would be a proper Port for her destination It is Ordered that his Excellency the Governor be required to write to Thomas Whiting Esqr first Commissioner of the Navy informing him that as there is no Agent for this State at that Place This Board are of Opinion that the said Schooner and her Cargo should be consigned to Messrs Vanbibber and Harrison Agents for this Commonwealth at Martinico And his Excellency is further required to write to the said Messrs Vanbibber and Harrison to pay a proper Regard to such Instructions that they may receive from the Commissioners of the Navy of this State and that they make their Returns to the said Commissioners who are to report the same to this Board

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 245, 246.

#### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Wednesday 20th November 1776. –

An Agreement was this day made by the Board with Robert Donald & Co for nine Acres of Land called Brookes Point in Chesterfield County for the Sum of four hundred and twenty nine pounds which said Land is to be appropriated to the use of a Ropery for the Public, the said Robert Donald appeared and executed a Deed for the said Land in the Presence of sundry Witnesses which said Deed was delivered to Mr Benjamin Watkins to be Recorded in the Court of Chesterfield County and transmitted to this Board. – Ordered that a Warrant Issue to the said Donald for Four hundred and twenty nine pounds the Consideration Money for the Land above mentioned. –



Ordered that Benjamin Powell deliver unto Capt George Elliott, Ten Yards of Bunting for the use of the *Safeguard* Galley. –

Ordered that Mr William Holt deliver unto Capt George Elliott sixty Gallons of Whiskey for use of the *Safeguard* Galley.

1. Navy Board Journal, 111–12, VSL.

COMMISSION TO COMMAND THE SOUTH CAROLINA PRIVATEER SNOW *Hope* <sup>1</sup>

By His Excellency John Rutledge Esquire President & Commander in chief of South Carolina one of the United States of america

To all people to whom These presents shall come Greeting  
Know ye that I do by these presents grant Commission to and do Licence & authorise John Hatter To set forth in warlike Manner The Snow called the *Hope* of the Burden seize and of about Two Hund Tons under his own Command and therewith by force of arms to apprehend saize and Take all Such Ships Vessels and Goods as are leable to Seisure and Confiscation pursuant to the resolves of the Representatives, of the good People of The United States of america in General congress assembled and the Same To bring To such Port as Shall be most Convenient in order To have them Legally adjudged in court admiralty or other Court heaving Jurisdiction in Cases of Captures pursuant To the Said Resolves –

Given under my Hand and The seal of South carolina aforesaid at Charlestown in the Said State This Twenty day of Novembre in the Year of our Lord one Thousand Seven hundred and Seventy six

1. Preston Davies Collection, No. 3406, UNCL.

JOURNAL OF H. M. S. *Maidstone*, CAPTAIN ALAN GARDNER <sup>1</sup>

Novemr [1776] Cape Nicholas N½E 5 or 6 Leagues  
Wednesday 20 Bore away and gave Chace to the SW.  
Do Wr [Fresh Breezes and Squally] Fired 4 Guns and Brot to the Chace a French Schooner from Philadelphia Loaded with Flour &ca. Seized her. Took out the Master and People. Sent an Officer and 4 Men to take Charge of her.<sup>2</sup>  
Made Sail Prize in Comp.

1. PRO, Admiralty 51/572.

2. Schooner *Marianna*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

“EXTRACT OF A LETTER FROM BARBADOES, DATED NOVEMBER 20, 1776.” <sup>1</sup>

The Ship *Sam*, Capt. [Samuel] Richardson, who sailed from hence the 20th ult. with about 20,000 Dollars, and 52 C. Weight of Ivory on board, bound for Liverpool, was taken the 25th, in Latt. 20. by the *Independence* Rebel Privateer of 10 Guns, and 45 Men, John Young, Commander, belonging to the Congress. The Ship was sent away to Philadelphia with the Ivory and Silver; the Captain and the Boatswain were landed at the Port of St. Pier's in Martinico: the Doctor, Mate, and two Servants, and four of the People, were left on board the *Sam*; all the rest of the Hands entered on board the Privateer. – If the French Governors

suffer Prize Cargoes, without Condemnation, to be landed in their Islands, our Trade must most certainly be quite ruined very soon.

1. *Public Advertiser*, London, January 28, 1777.

21 Nov.

SIR GEORGE COLLIER TO LORD SANDWICH <sup>1</sup>

My Lord/

*Rainbow*, at Halifax 21st Novr 1776.

I esteem it a Duty incumbent on me to make use of the Opportunity which presents itself (by Lieut Breyntons return to England from the *Pembroke*,) of paying my Respects to your Lordship & of acquainting You with the present State of Affairs in this Province.

Apprehending a probability of the Rebels attacking Halifax, Lord Howe was pleased to give me Orders to proceed here with his Majestys Ship I command, & to take the Direction of all the Men of War stationd in, & near, the Province of Nova Scotia; I arrived here the 21st of Sept & Commissr Arbuthnot did not oppose my taking upon me the Authority his Lordship had been pleasd to vest me with; convincd doubtless of the Impossibility of any one Persons going through the various Duties of Governor, Commodore, & Commissioner: only one of which, I beg leave to assure Your Lordship, has taken up almost every Moment of my Time since my being here.

As one of my first Wishes is to be honord with your Lordships approbation of my Conduct, I will entreat your leave to enter into a little Detail of the most material Things which have happend since my Arrival.

After sending the *Liverpool* to Canso, to secure that very valuable Fishery, which had lately been continually ravagd by paltry Privateers, I made the best disposition I could, (with the Advice & Approbation of the Lieut Governor) of the rest of His Majs Ships stationd in the Province: every Thing remaind Quiet except Rumors of intended Attempts by the Rebels, which were not believd till the 6th of this Month, when the Lieut Governor receivd Information, that an armd Force was assembling near St Johns (New England) & upon This, & the Councils application to me for a Man of War to be sent from hence "to the Rivers Kenebeck, Penobscot, & Pasamquody for Intelligence" I directly orderd his Majs Sloops the *Albany* & *Diligent* to go to Sea, with the Directions mentiond in the Paper I take the Liberty of sending for your Lordships Inspection, marked No 1.<sup>2</sup>

And General Massey applying to me for a Man of War to convoy a Vessel loaden with Provisions for Fort Cumberland, (which by some strange Neglect had scarce any remaining) I sent Capt Dalrymple in the *Juno* to perform that Service. & afterwards to look in at Annapolis [Royal], where if He found every Thing quiet, & the Inhabitants under no Apprehensions of a visit from the Rebels, He was to proceed on a Cruize between that Place & Mount Desart, which effectually securd the Mouth of the Bay of Fundy.

The *Milford* had saild for the Coast of New England some little Time before, Her Orders are in the Paper No 2 – Capt [John] Burr being too much indisposed to go to Sea, I gave Capt Mowat (whose Abilitys when He surveyd that Coast recommended Him to your Lordship) an Order to command the *Milford*; & my

first Lieut Mr Hyndman (who was with Adml [John] Byron round the World,) the same Powers to command the *Albany* Sloop, which Capt Mowat was removed from.

The Chain of Cruizers I formd for annoying the Enemys Coast, & securing that of this Province, was as follows.

The *Milford* – stationd from Cape Cod – to Monhagen

The *Hope* 14 Guns – from Monhagen – to Mount Desart

The *Juno* – from Mount Desart to Passamquodi, & so up to Cape Sable.

The *Lizard* – & 2 small armd Vessels, from Cape Sable allong the Coast of Nova Scotia, to Liverpool – (which is about 20 Leags from hence to the Westward.)

I informd these Captains, of each others Destination, in order for their mutual Assistance shoud they ever be obligd to retreat from very superior Force.

Lord Howe having been pleasd to direct that the Commissioner & myself shoud send a Cartel Vessel to Marble Head with Rebel Prisoners, in order for their being exchange for an equal Number & Rank of His Majs faithful Subjects, We hird a large Sloop of 100 Tons, & a Schooner; & sent 179 Rebels in them; directing the Commissary who had charge of them to apply to Mr Nathl Tracey at Newberry Port, whom the Inhabitants of the rebellious Colonys had vested with Powers to settle & adjust the Exchange of Prisoners.

Capt Dalrymple executd his Orders & convoyd the Provision Vessel safe up to the Bay of Fort Cumberland, where finding from Col [Joseph] Goreham that the Garrison under his Command, was free of Apprehension from the Rebels, He proceeded to Annapolis; and finding no Alarms there from the Enemy, nor any particular Cause to induce his Stay, He pursud the rest of his Orders in cruizing for the Annoyance of the Enemy & the Protection of the faithful Subjects of the Crown.

It was the 17th of this Month that the *Juno* saild from Annapolis; and on the 9th, Govr Arbuthnot receivd Advice, that the Communication between Windsor (44 Miles from hence,) & Fort Cumberland, was cut off by the Rebels; & that the Ferry boat was taken by a Pirate Vessel of 8 Carriage Guns; upon which I immediately dispatchd the *Vulture* Sloop (who was just arrivd here from England) into the Bay of Minas, with the Orders your Lordship will be pleasd to peruse, markd No 3.<sup>3</sup>

And upon the certainty that Fort Cumberland was actually invested by a Body of Rebels, I immediately sent Directions to the Captain of the *Albany* to proceed instantly to Fort Cumbd together with the *Diligent*, & throw as large a Body of Men & Officers into it, (to assist Col Goreham in its Defence,) as could be spard from the two Sloops: And in order to prevent any Demur about carrying Troops in the Men of War, I furnished Genl Massey with an Order addressd to the Caps of any of His Majs Ships in the Bay of Fundy, to use the best means in their Power to perform that Service, & to cover their Landing; – & likewise with another, for them to supply Fort Cumberland, & Fort Edward (at Windsor) with any Provisions which their Sloops coud spare, & the commg Officers of these Garrisons shoud make Requisition of.

I have presumed to be thus particular that your Lordship may form a Judgment of my warm Zeal & Attention to his Maj's Service, & in the flattering Hope that I may merit (a Reward highly prized by me) the Honor of your Lordships Approbation of my Conduct.

There remains but little more for me to acquaint yr Lp of; the Provision Vessel was taken by the Rebels, 3 Days after the *Juno* left Cumberland Bay, the Serjeant & Ten Soldiers on board Her were made Prisoners, asleep, & nothing but the Cowardice of the Rebels prevented the Fort from being surprized in the same Manner; to remedy this Inconvenience I have sent one of the Victuallers from hence, with Ten of my own Seamen added to her Compliment, & Genl Massey directed an Officer & 20 Marines to embark in Her for Fort Cumberland.

We have since learned, that this Body of Banditti are not near so formidable, as the first Fears of the People represented; they have no Cannon, & do not exceed 3 or 4 Hundred Men; Col Goreham has 260 in the Fort, & Major Batt embarked on board the *Vulture* at Windsor with 400 fine Troops 3 Days ago, for Cumberland, (which is not above 20 Leags distant,) so that we daily expect to hear of the flight of this maroding set of Rebels.

I must beg leave to express my Opinion of the perfect Security of Halifax for this Winter; for tho the Enemy might possibly find a way for Men thro the Woods, it is impracticable to convey Cannon without a Road & the only one to this Place, is by Fort Sackville (11 Miles off,) & lies by the Water side; along which I think I may answer, to prevent any being brought. By Sea, the Ship I have the Honor to command, is able to engage all the Force that the rebellious Colonys can set forth; besides wh I propose keeping one or two of the smaller Men of War during those Winter Months when it is impossible (in this Country) that they can keep the Sea to cruise.

I beg leave to present my respectful Congratulations to your Lordship, upon the happy Success of His Maj's Arms in the Province of New York, & on the Lake Champlain; the People in New England (I'm well informd) begin to be heartily tired of the destructive War they have forced the Parent State to Wage against them; & I trust a very few Months will restore Tranquillity to this distracted Continent, & make them pant to return again under His Maj's mild & gentle Government. I have the Honor to be with the greatest Respect Your Lordships [&c.]

Geo Collier <sup>4</sup>

I shall dispatch on Tuesday next, a Convoy of 20 Sail of Transports & Victuallers for New York, under the Protection of 3 Frigates: Capt [Maximilian] Jacobs of the *Amazon* is here but [h]as declined interfering with the Command of the Port.

1. PRO, Admiralty 1/1611, 2, 43b-44.

2. Collier to Lieutenant Michael Hyndman, November 6.

3. Collier to Captain James Feattus, November 9.

4. Collier wrote a similar letter to Lord George Germain this date, PRO, Colonial Office, 217/52, 332-35, DAC Photocopy.

#### MASTER'S LOG OF H. M. S. *Milford* <sup>1</sup>

Novr 1776

Wednesday 20th

Pidgeon Hill WNW Dist 5 Leagues

at 1 AM brot too the Main Tp Sail to the Mast and in  
Second Reef Do at ½ past Do wore Ship at 6 Do wore



Ship & made Sail at 10 saw Cape Ann bearing WNW about 8 Leagues at Noon in Compy with the Tender as before

Fresh Breezes & Clear \_ latter fresh Breezes & Cloudy At 1 PM saw several Vessells under the land made Sale and gave Chase as did our Tender At 4 Do Pidgeon Hill West Dist 5 leags Saw a Schooner under the Land hoisted out the Cutter Man'd & Arm'd her the Master with Nine Men went in pursuit of her the Arm'd Schooner likewise in Chase – the Frigate standing off & on having but Light Airs of Wind at 8 the Schooner came up with the Chase & fired 5 or 6 Shot at her she Proved an American Schooner loaded with Lumber & fish loaded to the West Indies At 10 the Cutter Engaged & took two Vessel[s] bound to Newbury loaded with grocery Goods & some Arms for the Provincial Privateer Sunk one & Blow'd up anor At 11 the Tender & Cutter Joined the Ship with their Prizes

Thursday 21st

Fresh Breezes & Hazey latter fresh Gales & Squalley At 1 PM sent one [*sic* our] Prizes with petty Officers & Men to Hallifax At 5 Joined the Tender with a Prize Do Shortn'd Sail & brot too Main Sls Mast [*sic*] to the Mast got all the Prizes Stores out & Burnt her. At 6 Do made Sail.

1. PRO, Admiralty 52/1865.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Thursday Novr. 21st. 1776.

Petition of Jotham Moulton – setting forth. That in April last a Schr. in the service of the Colony called the *Diligent* commanded by John Lambert was driven on shore at York in the County of York, and on the sd Lambert's applying to the Petr. for his Assistance in refitting said Vessel she being then much injured, & her keel being beaten off – whereupon the Petr. attentive to the Interest of the Colony expended the Sum of Fifty three pounds 15s/3d in repairing said Schr. and giving her such Supplies as were necessary to her going to Sea – the particulars whereof is herewith exhibited & ready to be avouched when, & where the Honble. Court shall direct – the said Lambert drew a Bill on Tracys & Jackson of Newbury Port for the Expence aforesaid assuring the Petr. that the said Tracys. & Jackson were employed by the Colony to fix out the same Vessel and that they would duly honor said Bill. but they have refused to pay the same – Wherefore the Petr. prays that the matter may be taken under consideration. and that the sum aforesaid may be allowed him out of the public Treasury, & he will ever pray.

In the House of Representatives. – Resolved that there be granted, & paid to Jotham Moulton Esqr. or his Order the sum of Fifty three pounds, eleven shillings & Nine pence. in full Discharge of his accot

In Council. Read, & Concurred.

Consented to by 15 of the Council. –

1. Mass. Arch., vol. 36, 187–88.



GEORGE WEIR, MASTER'S MATE OF H. M. S. *Juno*, TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

Gentlemen

Boston Goal 21st, November 1776

I take the liberty to Sollicit your Honours. For my Exchange with four Men belonging to the *Juno* Frigate. I am Masters mate on board the above Frigate. and was lately brought into this place in a Manner I presume well known to your Honours.<sup>2</sup> Therefore if you will please to Include me and my four men in the present Exchange. you will lay me under particular Obligations to your Honours – I Remain your Honours [&c.]

George Weir –

P.S. Mens Names

James White

James Scot

Thomas McKay

Thomas Skidwell

P.S. I am quite destitute of any money for my Support  
[Endorsed] In Council Novr 20th [*sic* 21st] 1776 Read & Ordered that the Prayer of the Above Petition be granted and that the Petitioner have and he hereby have Liberty with the 4 Prisoners to be exchanged agreeable to his Request

John Avery Dpy Secy

1. Mass. Arch., vol. 166, 58.

2. See Captain James Gray to Council, November 14.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 21st Novr 1776.

That a Committee be chosen to agree with some suitable person to take the Command of the Sloop *Republic*, and to fix her out for the West Indies, and to procure a Cargoe for her.

Voted, that Mr Ellis Gray be this Committee. –

Resolved, That a Committee be appointed to agree with some suitable person to Command, & to procure a Cargoe for, the Ship *Julias Caesar*, to go directly from hence to Europe, or by the way of the Southern States. –

That, Mr Brown be this Committee. –

Resolved, that a Committee be chosen to enquire the length of the Masts, belonging to this State: and whether there are any Ships that can be got to take them. –

That Mr Otis be this Committee. –

1. Mass. Arch., vol. 148, 3–6.

*Independent Chronicle*, THURSDAY, NOVEMBER 21, 1776

Boston, November 21.

The Prize Brig,<sup>1</sup> laden with Cloathing, mentioned in our last to have been taken and sent into this Port, by Capt. Skimmer, should have been by Captains Skimmer and Tucker. She had on board 664 dozen Men's Shoes; 41 doz. Women's ditto; 548 doz. silk, worsted and yarn Stockings; 228 pieces milled Pladding; 6 dozen Men's Shammy Gloves; 11 dozen milled ditto; 62 dozen worsted and yarn ditto; 1 dozen silk ditto; 11 dozen milled Mittens; 402 pieces Linnen;

247 dozen ruffled Shirts; 18 dozen plain ditto; 57 dozen Check ditto; 3052 yards Blanketing; 74 dozen Pladding Breeches; 100 dozen Pladding Waistcoats; 7 dozen milled ditto; 16429 yards Oznabrigs; 2436 yards white and blue napped Cottons; 1525 yards Dowlass; 25 reams Writing Paper; 18 dozen worsted Caps; 116 lb. sewing Thread; 994 yards Bed-Ticking; 231 yards Brown Holland; 100 dozen printed Handkerchiefs; 19 dozen Check ditto; 77 Table Cloths 1989 yards Sheet-ing, 205 yards Diaper; 14 pieces Long Lawn; 7 pieces Cambricks; 231 lb. Nuns white Thread; 36 lb. whitened brown ditto; 192 lb. Oznabrigs Thread; 112 pieces printed Cloth; 64 dozen fine thread Night Caps; 9 dozen Cotton ditto; 33 lb. white Thread, sorted; 6 dozen Men's Shambuck Breeches; 6 dozen ditto Lamb; 5 dozen grounded Lamb ditto; 27 casks Nails, sorted; 10 boxes Candles, 30 boxes Soap; 30 hogsheads Porter; 149 pieces Sail Cloth, containing 5781 yards; 150 firkins Butter; 65 dozen bottles red Port Wine; 114 ditto Sherry; 106 ditto Lisbon; and 50 bushels Barley. – Amount of Invoice £2503 2s 8d 3–4.

To be Sold by Public Auction, On Friday, 29th Instant, On Colonel [John] Hancock's Wharf, The Prize Brig *Lord Lifford*, of 130 Tons, with all her Appurtenances. This Brig is a prime Sailer, well found, and but two Years old.<sup>2</sup>

She will be put up for Sale at Twelve o'Clock.

Wm. Greenleaf, Sheriff.

By Order of the Agent. On Tuesday, 26th Instant, At Ten in the Morning, will be sold by Public Auction, On Stephen's Wharf, in Beverly, The Cargo of the Ship *St. Lucea*, from Jamaica, consisting of about 500 Hogsheads of best Jamaica Sugar, and 20 Puncheons of old Jamaica Rum, a Proof for the London Market. Also, said Ship, being a fine new British-built Vessel, about 350 Tons burthen, half Frigate-built, and capable of being made a most excellent Ship of War. She is a prime Sailer.<sup>3</sup>

And on Wednesday the 27th of November, Will be Sold, At the Hon. John Hancock, Esq's Wharf, The Warlike Stores and Provisions of The Private Schooner *Boston*, lately returned from a Cruize, Consisting of – Four fine double-fortified 3-pound Cannon, with Carriages, Rammers, &c. compleat [12] good Swivels fixt, 12 Spears, 6 Cutlasses, 250 lb. good Powder, 12 excellent made Arms, a Quantity of Cannon and Swivel Shot for said Guns and Swivels, a Number of Powder Horns and Musket-Balls, &c. – Also a Quantity Pork, Beef, Bread, Peas, Beans, Rum, Rice, Candles, &c.

Procter & Lowell, Auctioneers.<sup>4</sup>

1. The *Lively*, subsequently purchased for the Secret Committee of Congress and renamed *Robert*.
2. The *Lord Lifford* was a prize of Continental ship *Columbus*, Captain Abraham Whipple.
3. The *St. Lucea* was a prize of the Massachusetts privateer brig *Retaliation*, Captain Eleazer Giles.
4. This issue of the *Independent Chronicle* carries arrival notices of other prizes, and the sale of numerous captured ships and cargoes.

COMMODORE ESEK HOPKINS TO JOHN LANGDON <sup>1</sup>

Sir

Newport November 21st 1776

I wrote you a Letter some time ago, acquainting you that it appear'd to a Court Martial, that Capt'n [Lawrence] Bowden of the *Royal Exchange*, had some

hand in forwarding a Mutiny onboard – and for you to Stop his Adventure untill that matter was Clear'd up <sup>2</sup> – Since which the Captain has been here and declares his Innocence – and I wrote by him to Captn Whipple that whatever he gave him an Order to Receive, Should be Satisfactory to me – but on Seeing Capt Whipple and the Officers belonging to the Fleet, they do not seem Satisfied with giving him money – however Should think it but humanity for you to Supply him with three or four hundred Dollars, to enable him to Subsist while here, and it will be agreeable to me, and I do not think the Congress or the People of the Navy will take it amiss –

I am now almost Ready, and expect to Sail in a few days – in the mean time I am with great Respect Sir [&c.]

Esek Hopkins Cr in Chief

P.S. Captn Whipple his Officers and Men are going out directly,<sup>3</sup> but I suppose they will leave some power for their Prize Money with some person here, that will advance some part of it

John Langdon Esqr

Agent for the Continental Fleet, in the

State of New Hampshire

1. Ferdinand Dreer Autograph Collection, American Navy, HSP; draft in Hopkins Letter Book, RIHS.

2. See Hopkins to Langdon, October 24, 1776, Volume 6, 1398.

3. Whipple commanded the Continental frigate *Providence*, but she did not get to sea in 1776.

#### ADVERTISEMENT FOR A DESERTER FROM THE CONTINENTAL SHIP *Providence* <sup>1</sup>

Ran away from the Continental ship *Providence*, Abraham Whipple, Esq; Commander, Richard Peirce, Quarter Master, about 5 feet 8 inches high, dark hair, and dark complexion, and is a deceiving artful fellow: (his place of abode is Dartmouth:) Whosoever will take up said runaway, and confine him in any gaol in the United States, so that he may be conveyed on board said ship *Providence*, shall receive 5 dollars reward, and all necessary charges, paid by

William Barron, 1st Lieut.

Newport, Nov. 21.

1. *Newport Mercury*, November 25, 1776.

#### DIARY OF DR. THOMAS MOFFAT <sup>1</sup>

[On board H. M. Sloop *Swan* at Sandy Hook]

Thursday Novr 21st came in the *Raven* and *Cherokee* Sloops of war with a prize Sloop from Philadelphia with flour <sup>2</sup> and nine transports with recruits provision and store from Ireland.

1. Thomas Moffat's Diary, LC.

2. The sloop *Hope*, Jean Louis, master, bound for Charleston with flour and lumber, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] November 21st, 1776.

An order was drawn on Mr. Nesbitt, in favour of Jacob Kisling, £ 10, for services rendered to the State, in producing a Model for a Fire-Ship.

Mr. Nesbitt was directed to deliver to Pay Martin Pendergast, for Iron Work for Fire Rafts, &ca., &ca., (2 Acco'ts) £ 136 17 5

Mr. Nesbitt to pay W'm Taylor £ 17 1 0, for Boatswains' Calls, for 8 of the Armed Boats belonging to this State.

1. *Pennsylvania Colonial Records*, XI, II.

JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Sirs

Baltimore, Novembr 21 – 1776

Capt king has at Last Left Baltimore With all his Papers Invoices &c With him,<sup>2</sup> Which I hope Will Pleas – Capt keltey [John Kilty] is Loded <sup>3</sup> But has Many things to Provide Which I New Nothing of, there is No Gib Saill Nor Can Mr Dogan [Cumberland Dugan] find One I have advisd Capt Celty to Ride Down to No if you have any Canvis to Make One, as Wee have None here Nor Do I think it Posible to Purch it in this Plase, Mr Dogan Expects to Pay Part of the Expence as hee Says hee Ought to find One of halff Prise – Capt [William] Stone has Replevyd his Brjg <sup>4</sup> But Capt [John] Martin keeps Posesion Capt Stone took the Sherrif With a Rit of Replevy, But Capt Martin Got the Seemen and kept the Posesion With Guns Sword and Bayonets, I Was Not Present But Beleve the Sherrif Was Executing his offis Sivelly, the Vesell is halld Out in the Stream and the Riging in My Stores the Guns On the Warf, One of the Masts is hoisted Out there Will Bee a New one in to Morow I have kept Clear of the Dispute Between Stone and Martin, and Intend to Do So, it has Made a Good Deell of Noise here Sum has Told him hee Ought to have Security and if hee Replevyd that you Would Give him Security in Case the Vesell Was Lost Or Taken Between this and a Day of Tryall I Do[nt] think Stone Expect hee is to have the Vesell Now But Beleve hee Wants Security – I Dont Pretend to Direct Or advise in the Matter But Give the State of things as I here them there is 80 bbls of flowr On Bord her and shee Will Bee Redy for More in 2 Days and the flowr Will Bee Redy for her – if Canvis Come up in a Bote the Salt for you May Return With the Same Bote tho I have Spoke to a Man to Carry it from your friend [&c.]

JeSee Hollingsworth

1. Red Book, XVI, Md. Arch.

2. For flour and tobacco shipped on board the schooner *Resolution* on account of the Council of Safety, Naval and Maritime Papers, Md. Arch.

3. Schooner *Ninety Two*.

4. *Friendship*. Captain William Stone to Maryland Council of Safety, November 21, 1776, Red Book, XVI, Md. Arch.

JESSE HOLLINGSWORTH'S ACCOUNT AGAINST THE MARYLAND SCHOONER  
*Resolution*<sup>1</sup>

1776	The Honorable the Council of Safety of Maryland To Jesse Hollingsworth For sundries Supplied the Schooner <i>Resolution</i> —	Dr
Novr 14.	To Cash paid for 1¾ Cords wood @ 18/	£1.11..6
15.	To Ditto paid for 630 Nails	7..6
21.	To 29 lb Brown Sugar @ 13d Cask 1/3	1.12..8
	To Cash paid for 2 Keggs	7..6
	To 1 Barrel of Flour Nt Wt 2..0..0 @ 13/6 } Cask 1/10 }	1..8.10
	To 1 Box of Candles Nt Wt 52 lb @ 1/10 } Box 1/8 }	4.17..—
	To 1 Kegg to hold Coffee	1..3
	To 8 lb of 20d Nails @ 1/2	9..4
	To 2 Qure of Paper	3..3
	To 2 lb of Chocolate @ 2/4	4..8
	To Cash paid for 10 Gallons Rum @ 9/ } & Kegg 4/ }	4.14..—
	To Ditto paid for 8 Gallons do @ [10]/6	4..4..—
	To Ditto paid for 1 M Pump Nails	6..6
	To Ditto paid for 6 lb Coffee @ 2/4	14..—
	To Ditto paid for 500 Scupper Nails @ 7/6	3..9
	To Ditto paid for 1 large Hammer	5..—
	To Ditto paid for 5 Gimblets	2..8
	To Ditto paid for 1 large Spike Gimblet	2..9
	To Ditto paid for 2 Pad locks	10..—
	To Ditto paid for 2 lb of Twine	7..6
	To Ditto paid for 1 Dozen Sail Needles	4..—
	To Ditto paid for 3 Palm Irons @ 9d	2..3
	To 967 lb of Beef @ 30/ PCt	14.10..1
	To 5 Bbls of Beef Weight unknown & unseled for from Andrew Alger —	

1. Executive Papers, Box 2, Folder 84, Md.Arch.



JESSE HOLLINGSWORTH'S ACCOUNT FOR CARGO SUPPLIED THE MARYLAND  
SCHOONER *Resolution* <sup>1</sup>

1776	The Honorable The Council of Safety of Maryland To Jesse Hollingsworth			Dr
	For part of the Cargo on board the Schooner <i>Resolution</i>			
Novr 16	To 20 Hhds Tobacco Nt Wt 17935 lb @ 22/6			£206.15..4½
	P Ct Hhds a 5/ Each			
	To Cash paid Mackie & Brinton Storage of			1..-.-
	the above Tobacco @ 1/ P Hhd			
21	To 49 Barrels of Super fine Flour Nt Wt			65.13..6½
	77..1..2 @ 17/ P Ct			
	To 39 Barrels of Common fine Flour Nt Wt			49..4..4½
	78..3..0 @ 12/6 P Ct			
	To 405 Barrels of Bur fine Flour Nt Wt			514..5..6
	734..2..20 @ 14/ P Ct			
	To 49 Cask @ 1/9	4..5..9		
	To 26 Ditto @ 2/6	3..5..0		
	To 89 Ditto @ 1/11	8.10..7		
	To 97 Ditto @ 2/0	9.14..0		
	To 232 Ditto @ 2/3	26..2..0		51.17..4
	To 8 Days Scow & Hands hire puting Flour			5..-.-
	Bread &c. on Board the Schooner @ 12/6			
	To 800 Staves Red Oak Hhd @ 10/			4..-.-
	To 650 White Oak Hhd Staves @ 13/0 P Ct			4..4..6
				£902..0..7½

Errors Excepted

1. Naval and Maritime Papers, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO JESSE HOLLINGSWORTH <sup>1</sup>

No 21.

Sir Should Captain [William] Stone replevy the Brigg,<sup>2</sup> you will be pleased to let us know immediately that we may give the necessary Security, and proper orders to the Sheriff; Captn Stone petitioned the Convention, and by his own desire the Affair was postponed. – Should he now issue a Writ of Replevin, it can be only to obstruct the voyage, which [we] are determined, if possible, the vessel be at Liberty to make; the Interest of the State requires it, and we on behalf of the public are able and willing to give Security to answer all damage. – We are glad to hear that Captn King and Captn [John] Gibbons are ready, or near ready to sail,<sup>3</sup> – pray Dispatch the Brigg as fast as possible – Get ship-Stuff to work the Bread, if necessary, we rely on you, and shall pay all reasonable Demands. – get Beef for the present as much as can be salted with 500 bushels of salt; – the residue of the salt please send to us by first Opportunity; – Pork will be plenty, we expect soon, and we doubt salt very Scarce. –

We are sorry to hear the Tradesmen Complain, particularly Mr [Cumberland] Dugan, sure never was a Time, when an industrious Tradesman could get more, than at your Town at present, you may spirit them up with good Words, and we will find them Money. – Neither French, nor English can have any further indulgence in puting Flour or Tobo on board the brigg, and so be pleased to Let them know.

P.S. Since writing the above we recd yrs of the 21st informing us that Captn King had sailed, & Kely almost ready – we have ordered canvass for the Jibb Sail – be pleased to wait on Mr Christie the Sheriff of Balto and Let him know that we shall take care on behalf of the State to give him security to indemnify him & to pay Captain Stone all Damages, – and that we shall be glad to see the Sheriff, when he comes to Annapolis.

[Annapolis] Novr 21st 1776.

1. Council of Safety Letter Book, No. 2, Md. Arch.

2. *Friendship*.3. Schooners *Resolution* and *Friendship*, but "Captn King," of the former was actually Captain John Carey.JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Thursday November 21st 1776

His Excellency the Governor having by an Express received Intelligence that upwards of one hundred Sail of the Enemy's Ships have moved from New York and are Steering Southwardly It is the Opinion therefore of this Board that a sufficient Force should be collected for the protection of this State. For which purpose a circular Letter was written to the County Lieutenants of Princess Ann Norfolk, Nansemon and Isle of Wight Counties directing them immediately to embody one half of such part of the Militia in their respective Counties that are furnished with Arms and to March such Militia to Portsmouth there to act under the commanding Officer of that Station. Also a Letter to the said commanding Officer communicating this Intelligence to him that he may be

upon his Guard. A circular Letter was also written to the County Lieutenants of the following Counties to embody and march to Williamsburg the part of their respective Militia's as following James City fifty Men besides a Minute Company Charles City fifty, New Kent one hundred and fifty King William one hundred, Henrico one hundred King and Queen fifty besides a Minute Company and Surry fifty. And a Letter was also written to Capt. James Barron requiring him immediately to keep a strict Lookout and make known to this Board the Manoeuvres of the Enemy.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 246-47.

#### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Thursday 21st Novr 1776. –

Byrd Chamberlaine is Recommended to his excellency the Governor and the honble the Council as a proper person to be appointed first Lieutenant of the Brig *Musquetto*. –

Edward Chamberlaine is Recommended to Capt [John] Harris of the Brig *Musquetto* as a proper person to serve as Midshipman on Board the said Brig –

Ordered that John Bleauford, George Edwards, John Truman, Ellis Leeland, John Wilkins, Matthew Run & Charles Sorrell, Stephen Wilkinson and William Jarvis at present on Board the *Henry* Galley be turned over to the Brig *Musquetto* Capt [John] Harris and take with them their Hammacks, Bedding &c. –

Ordered that the keeper of the Public Magazine deliver unto Capt Thomas Lilly four hundred Pounds of Gunpowder, fifty Gunflints, one Dozen Powder Horns and what Cannon Ball he may be in want of for the use of the Brig *Liberty*. –

1. Navy Board Journal, 112-13, VSL.

#### JOURNAL OF THE MASSACHUSETTS BRIG *Tyrannicide*, CAPTAIN JOHN FISK <sup>1</sup>

Remarks on Thursday 21st Novr 1776

4 [A. M.] Calm

11 [A. M.] All hands on Deck swearing them that never past the Tropic 37 in number <sup>2</sup>

Lattd in 22<sup>d</sup>58<sup>m</sup> Longd in 48<sup>d</sup>36<sup>m</sup>

1 [P. M.] Small breeze of wind & Cloudy weather

11 [P. M.] Squally with rain

1. John Fisk Journal, AAS.

2. Initiating those crew members crossing the Tropic of Cancer for the first time.

22 Nov.

#### NICHOLAS & JOHN BROWN TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS <sup>1</sup>

Gentl/

[Providence] Nov 22, 1776

This serves Just to Inform you of the Arrival of Capt [Samuel] Avery in the schooner *Salley* from Nantes wch place he left the last of Sept has brot but 26 Bal[ce]s of Cloth & 16 m[illegible]ys of Salt, a Considerable of wch he supposes

to have melted on his passage Acation'd by his Limber post getg out – The Invo[ice] he Del[ivere]d you have Inclos'd but no Acct yet Deld have not as yet had full time to Enquire of him as to Particulers – he only informs Us that the outward Cargo remains unsold After we get the French Merchts Letrs Translated & what Information Can get of the Capt Will forward you Intrem are with due respect [&c.]

1. Nicholas Brown Papers, JCBL.

JEDIDIAH ELDERKIN AND NATHANIEL WALES TO  
GOVERNOR NICHOLAS COOKE <sup>1</sup>

Sir,

New London Novr 22d 1776 –

A Flagg of Truce arrived from Lord Howe in this Harbour this Day – The inclosed Copy will inform your Honor of the Business he is charged with – <sup>2</sup> it seems he is confined to those in the Naval Department we have not many of those in that Department in this State, but we suppose there is likely many in the state of Rhode-Island – but since our Arrival in this Town we have been informed that a considerable Number of those who have been brought into your State in the prizes are petitioning for a permit to depart, & it is thought they will obtain it – if this should happen perhaps it may be a means of detaining the same number of our Friends in Captivity – As we happened to be here on Business & being of the Govrs Council of safety we judge it our Duty to give immediate notice to our Governor <sup>3</sup> of the Arrival of this Flagg & have forwarded the same Copies to him as to your Honor, but as our Governor is at Hartford we think it necessary to give the earliest Intelligence to your Honor that such steps may be taken in your state as may be necessary for the relief of our distressed Friends – This Mr Wm Howland informs us that he sailed from Dartmouth the begining of Novr for surinam, was taken in a day or two after he went out & carried into N. York that there were on board the Ship he was confined in about 140 prisoners some taken from our privateers – some from Merchantmen – that black & white, Officers & Sailors are crouded down below Decks – kept at short Allowance – are sickly & dieing – that there are a great number of sd people prisoners – they are badly cloathed & sickly – we are not acquainted with this Howland nor his Character <sup>4</sup> – we have a report here that Fort Washington is taken This same Howland says it is true – that he left New York last Monday [November 18] – and that our Garrison surrendered on saturday about eleven of the Clock in the forenoon – that 3700 of our Men fell into their hands – We this minute heard a Letter read from Colonel Woolcot [Oliver Wolcott] speaker of our lower House of Assembly now sitting at Hartford, in which he says it is reported there that Fort Washington is taken but not fully Credited – but it appears most likely to us to be true – We are – with Esteem [&c.]

Jedidiah Elderkin Nath<sup>e1</sup> Wales –

1. Letters to the Governor, 1776, vol. 8, R. I. Arch. Elderkin and Wales were members of the Connecticut Council of Safety.

2. Admiral Howe's proposal for an exchange of naval prisoners. See *Connecticut Journal*, November 27, 1776.

3. Elderkin and Wales to Governor Trumbull, November 22, 1776, Conn. Arch., 1st Series, V, 441a, 441b, ConnSL.
4. William Howland, master of the brig *Roby*, taken by H. M. S. *Perseus*, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

LIEUTENANT THOMAS BARKER, R.N., "TO THE GOVERNOR OR  
PRINCIPLE INHABITANS OF NEW LONDON" <sup>1</sup>

Pilot Tender New London  
Novr 22d 1776

Gentlemen

Having Powers from Lord Howe to negotiate respecting the exchange of Officers, & seamen, now prisoners on board the Fleet at New York; I must therefore request an interview with you to know your sentiments on that head.

I have sent Mr Wm Howland on shore this morning on his parole for three days to endeavour to accelerate the said exchange <sup>2</sup> I have the Honor to be Gentlemen [&c.]

Thos Barker <sup>3</sup>

1. Conn. Arch., 1st Series, V, 443, ConnSL.
2. Captain Howland's parole, Conn. Arch., 1st Series, V, 442, ConnSL.
3. The committee appointed by the Connecticut General Assembly to consider Lord Howe's proposal reported that, "such an Application to this State is altogether Improper & inconsistent, and that the Same Ought to have been to his Excellency General Washington . . .," Conn. Arch., 1st Series, V, 444a-444b, 445, ConnSL.

*Connecticut Gazette*, FRIDAY, NOVEMBER 22, 1776

New-London, November 22.

The Public are desired to take Notice, That the Prize Ship *Sally*, her Appurtenances and Cargo, will be sold at Vendue in New London, on Tuesday the 3d Day of December next.

The Public are desired to take Notice, That the Ship *John*, and her Cargo of Rum, Sugar, Cotton Wool, &c. will be sold At Norwich, at Public Vendue, The Sale to begin the 27th Day of November Instant, and from Day to Day, till the whole is sold.

Per Pros. Wetmore, Marshal.

In the Evening following the 8th day of November instant, two of the Continental Prisoners broke out of Windham county goal, and made their escape, viz. Lieut. Edward Sneyd about 22 years of age, midling height, slim built, wears his own hair of a brown colour, has a little fuzz beard on his upper lip and stutters, wears a blue coat;<sup>1</sup> the other's name is William Cook, a tall young man about 20 years of age, wears his own hair of a dark brown colour, wears blue cloths, many pimples in his face. There also escaped with them two other prisoners, one John Russell, of a dark complexion, dark coloured hair which curls, the other's name is John Coggin, a rough looking fellow, both seamen. Whoever shall take up said prisoners or any one of them, and secure them in any goal in the state of Connecticut, shall be paid all reasonable costs, charges and trouble by me Nath'l Hebard, Goal keeper.



These are to request the civil authority, sheriffs, constables, &c. and all other friends to the united states of America, to afford all possible assistance in apprehending and confining the above described prisoners.

Jed Elderkin,	}	Committee appointed to take care of said prisoners.
Nathl Wales, jun.		
Sam'l Gray.		

1. Sneyd commanded H. M. Armed Brig *Bolton* taken by the Continental fleet in April 1776.  
See Volume 4.

"A JOURNIEL KEPT BY EPIHRAIM BRIGGS OBOURD OF THE GOOD SLOOP *Warren*  
A BOLD PRIVATEER A SECOND CRUIZE." <sup>1</sup>

Fryday November the 22 Day 1776

Latter part Fryday Morning Six A Clock Spi'd A Bark Bearing S E [illegible] Spoke With her Been from Hyspanala forty Days Lost His Mast on-shipped his Rudder knock'd off his Waste In A Gale the 13. of this Month Been Drove off th[re] Times From the Lattd 37. to the Lattd 35. Did Not Chouse to Leave the Wreck. Lett Him have Provision Beef & Bread & Water Got some Molasses of him Lattd in 38:40

1. RIHS.

HENRY WISNER AND GILBERT LIVINGSTON TO THE NEW YORK COMMITTEE  
OF SAFETY <sup>1</sup>

[Poughkeepsie] November 22, 1776.

In consequence of a letter received by us the subscribers, members of the secret committee, from the Committee of Safety, dated the       day of November instant, when we were at Fort Montgomery fixing the chain across the river, enclosing an extract from a letter of Gen. Schuyler, requesting the Convention to have the river sounded in different places in the Highlands, we have sounded the river, beginning between Verplanck's and Stoney Point, thence northward through the Highlands to Pollapel's island, and find no part of the river in that distance less than eighty feet deep in the main channel, till within a short distance of the island.

From the island to the western shore, found by measurement, the distance to be fifty-three chains; the channel near the middle of the river at that place is about eight chains broad, and fifty feet deep; from the channel the water shoals gradually on both sides to the flats, which are about eight or ten chains broad, reckoning both sides.

This above described place is the only one in our opinion, that it is possible for an obstruction to be made by docking, efectually to impede the navigation of Hudson's river, at any place above the south part of the Highlands.

Henry Wisner,      Gilbert Livingston.

1. *New York Provincial Congress*, II, 315.

MEMOIRS OF WILLIAM SMITH <sup>1</sup>

[Haverstraw] Friday 22 Novr.

. . . The British Army left West Chester for the City & afterwards came up from it agt. Fort Washington. Perhaps a Party crossed at Kings Bridge in Boats sent up Harlem River for the Purpose from the Ships in the East River. In either Case why did not the Provincials march to their old Ground at Harlem Heights & prevent or raise the Seige? The River is now open to the Highland Forts, and probably Mr. Washington's Army divided on both Sides of the River, and unequal on each Side to Mr. Howe's who may attack either with his whole Force, or waste the Country agt. a Descent at such Places where there is not any Force to oppose them. . . . The chief Dependance of the Provincials must now be in their Projects by Fire Ships Forts &c to prevent the Ascent of the British Ships up the River and their collecting a numerous Militia to the Banks of it.

1. Sabine, ed., *Memoirs of William Smith*, II, 47.

DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[New York] 22d Novr Came in a fleet of 9 sail, last from Cork with provisions, and about 400 Recruits on board. Came in also a transport with two Companies of the 6th Regiment, which had parted from the fleet to which she belonged, a few days before they came in. She was attacked off the Hook by two small privateers, but beat them off.

1. *Mackenzie's Diary*, I, 114.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO WILLIAM BINGHAM <sup>1</sup>

In Secret Committee

Sir

Philada Novr 22d 1776

We hope you may in due time Receive this letter by Capt Stevens of the Continental Schooner *Lewis* — which goes from hence to Carolina where we have directed her to be loaden with Rice & Indico for Your address, We hope she may arrive safe & deliver You a Valuable Cargo, the Rice you will sell of course, but it is not likely the Indico will sell to advantage at Martinico & if that

shou'd be the case You will please to reship it onbd the first good French Vessell in which you can obtain freight for old France & Consign it to the Order of Mr Thos Morris at whatever Port it goes to, write him to make the best Sale he can of it, to Credit us for the Nt pceeds and apply the Money to such uses as we have ordered, or may order. You must also Credit us for the Nt pceeds of what you Sell in Martinico & apply the Money to the uses we have directed or such as we may hereafter direct. Shou'd the West Indias be so Crowded with British Cruizers that You think it dangerous for this little thing to remain in those Seas, You may in that case Ship a quantity of Powder, Lead, or Bullets & Arms onboard her Consign them to the Continental Agents at Charles Town or if he cannot get in there, to the Continental Agent in Georgia, John Wereat Esqr is Agent in the latter State & Messrs Levinus Clarkson & John Dorsius in the other tell them to keep those Articles for Continental Service & they will receive orders respecting them from the Board of War or from us, to us you must Send duplicate Invoices &c & charge us for the Cost We are sir [&c.]

Fras Lewis

Robt Morris

Richard Henry Lee

W<sup>m</sup> Whipple

[P.S.] [If] you send the Schooner back with Arms and Ammunition write to the Agents to reload her to You with another Cargo of Rice & Indico and then in the Spring you may send her here with Arms &c.

Pr Capt John Stevens

1. Emmet Collection, NYPL.



*British landing boats (Contemporary models)*

DIARY OF CHRISTOPHER MARSHALL <sup>1</sup>

[Philadelphia] 22d Novber

. . . News last night of Sykes new Brigg & its Sd two other Provision vessells taken & Carried into New-york by our British enemies: four or five sea vessells came up to day. there is Some Salt in one of them . . . one of those Sea vessells arrived this forenoon, its said is a large Ship a Prize from the *Montgomery* privater, but from where did not learn &c &c <sup>2</sup>

1. Diary of Christopher Marshall, HSP.

2. The prize was the ship *King George*, Edmund Williams, master, from Jamaica for London, with a cargo of gold dust, ivory, rum and sugar. She was taken by the Pennsylvania privateer brig *General Montgomery*, Captain James Montgomery, *Maryland Journal*, November 27, 1776.

PAY OF THE OFFICERS AND MEN IN THE PENNSYLVANIA NAVY <sup>1</sup>

In Council of Safety,

[Philadelphia] November 22, 1776.

A list of the pay of the Fleet in the service of the State of Pennsylvania.

Stations.	Ships and Batteries	Gallies and Boats	Rations.
Commodore	60 dolls. per mo.,		
Captain	32 do	32 dollars,	
First Lieutenant	20 do	20 do	
Second and Third Lieut's	16 do	16 do	
Master	20 do	None	
Master's Mate	15 do	None	
Carpenter	14 do	12 dollars,	
Gunner	14 do	12 do	
Boatswain	14 do	12 do	
Armourer	9 do	None	
Clerk	12 do	13 do	
Steward	10 do		
Cook	9 do	8 do	
Drummer	8 do	8 do	
Fifer	8 do	8 do	
Chief Surgeon of the fleet, (ship excepted) Artillery, and Superintend't of the Hospital	10 shil's per day		3 rations.
Surgeon of the ship	32 dolls. per mo.,		3 do.
Surgeon's Mate	18 do		2 do.
Privates	8 do	8 dollars,	
Boys	4 do	4 do	



Petty officers, such as Quartermasters, Gunner's Mates, Boatswain's Mate and Carpenter's Mates on board the Ship and Floating Batteries, to have nine dollars per month.

Pay to commence 1st October, 1776.

1. *Pennsylvania Archives*, 2nd series, I, 394.

### JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON<sup>1</sup>

November 1776                      Ditto Cape [Henlopen] So 59 Wt 16 Leagues  
Friday 22nd                      At 6 AM gave Chace to a sail to the Eastward at 10 Spoke  
and took the Chace. a Schooner from Martinico for Philadelphia.<sup>2</sup> Saw the Land bearing from SW. to NW. 12 fms  
Water the *Daphne* and 5 Prizes in Company.

1. PRO, Admiralty 51/650.
2. *Nancy*, James Kinney, master, Davis Bevan, owner, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

### JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY<sup>1</sup>

[Williamsburg] Friday November 22nd 1776

Ordered that a Warrant issue to Fielding Lewis Esqr for the use of Doct. John Julian for seventy pounds fifteen shillings for his Attendance and Medicines for sundry sick Soldiers Marines and Sailors at Fredericksburg and for a Coffin Also a Warrant for the use of Mary Sebries for twelve pounds eighteen shillings and eight pence for her services as a Nurse Also a Warrant for the use of Molly Mathews for seven pounds two shillings and eight pence for boarding and Lodging sick Soldiers.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 247, 248.

### JOURNAL OF THE VIRGINIA NAVY BOARD<sup>1</sup>

[Williamsburg] Friday 22d Novr 1776. –

Ordered that Mr William Holt deliver unto Doctr Thomas Christie 1 lb Bark, 4 lb Salts and four Ounces of Rhubarb for the use of the Brig *Liberty*.

Ordered that a Warrant Issue to Samuel Bleus for Two pounds seventeen shillings and six pence for Repairing of Guns for the *Protector* Galley. –

1. Navy Board Journal, 114–15, VSL.

### VIRGINIA NAVY BOARD TO CAPTAIN JOHN CALVERT, GALLEY *Revenge*<sup>1</sup>

Sir,

Williamsburg Nov. 22d 1776

We find from Mr Herbert your first Lieutenant th[at he] is much dissatisfied with his present situation on board your Galley and as his services may be very acceptable to Capt Wilson at South Quay to assist him in fitting his Vessel and recruiting his Men, we have thought fit to appoint him his 1st Lieutenant and you are therefore to discharge him from his Office on board your Vessel.

By order of the Naval Board [&c.]

Thomas Whiting 1st Comr

1. Navy Board Letter Book, VSL.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, NOVEMBER 22, 1776

Williamsburg, November 22.

Wednesday evening an express arrived here with advice, that a fleet of the enemy's transports had sailed from New York, about a hundred sail, standing to the southward, the wind then favourable, and that it was imagined their intention was to make an attempt upon some of the southern colonies; that General Burgoyne had returned with his army to Quebec, where they will probably remain during the winter; also, that the army under General Howe, finding their attempts against our army utterly fruitless, had retired to the city for winter quarters.

On the 16th instant was stranded on Cape Henry, the brigantine *Beckey*, or *Lady Washington*, laden with flour and bread, from Alexandria, bound to Charlestown in South Carolina, Captain's name Harper.

# JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston]

Friday 22d Novemr. 1776 –

Mr. Hall reported that he had agreeable to the Resolution of the Board last Night Purchased from Capt. Ammonette his Pilot Boat Called the *Glory of America* for the Sum of One Thousand Three Hundred Pounds currency, Together with her Stores &c. as P Inventory No. 15.

1. Salley, ed., *South Carolina Navy Board*, 26.

# COUNT D'ARGOUT TO GABRIEL DE SARTINE <sup>1</sup>

Martinique

No. 171

Mylord, I have the honor to send you a few items concerning the present situation in New England; the defeat on lake Champlain was somewhat softened by the fact that, as various letters from this country indicate, the Americans had gained a few advantages on land, recapturing a few posts and ground which they had previously lost to the Royalists. I also enclose the extracts from three letters which I received from St. Eustatius and which confirm this news in part.<sup>2</sup>

Mylord, vessels and privateers arrive here frequently from New England. I know that they come in order to buy from the merchants of St. Pierre powder at high prices, which is not harming the French trade in any way. Three hundred thousand pounds were received here from France and I heard that the Governor of Dominique had had thirty thousand pounds removed from the trade. I am with respect, Mylord [&c.]

D'Argout

Fort Royal, 22 November 1776

1. AN, Marine, B<sup>1</sup>, 458, 48, LC Photocopy.

2. See letter from St. Eustatius, November 16.

23 Nov.

MINUTES OF THE EXECUTIVE COUNCIL OF NOVA SCOTIA <sup>1</sup>

At a Council holden at Halifax on the 23d November 1776

The Lieutenant Governor having taken under consideration the descent made at Cumberland by the Rebels from New England, and the Accounts lately received of their Numbers, Also the danger with which the interior parts of this Province is threatned, and Application having been made by the Lieutenant Governor to Captain Jacobs, Commander of His Majesty's Ship *Amazon* requesting that he would Order the Marines on board the Ship under his Command, to be landed, in Order that they may be sent as a further reinforcement to dislodge and disperse the Rebels –

In Answer to which Captain Jacobs having Answered by Letter, that he could not reconcile to his duty a step that wou'd so materially incapacitate the *Amazon* from Executing any Service for which she may be destined by the Commander in Chief, on his Arrival at New York.

It was then Advised that Application be made to General Massey that if he should think it proper and Necessary, he would please to make the Above requisition of Captain Jacobs, as from the information of the Lieutenant Governor the *Amazon* had a considerable body more than her Complement by the Addition of the Company of His Majesty's Ship *Savage* lately lost at the Isle of Cape Breton. –

1. Council Minutes, N. S. Arch.

MASTER'S LOG OF H. M. S. *Milford* <sup>1</sup>

Novr 1776                      Cape Ann So 70d W    Dist 50 Leags  
Saturday 23d              at 2 A M wore Ship    at 8 saw a Strange Sail in the S.E.  
                                    Quarter    made Sail & gave Chase    at 9 up Tp Gallt Yard out  
                                    2d Reef Tp. & first Reef Mn Tp Sail    at Noon coming up with  
                                    the Chase fast  
                                    Little Wind & Cloudy    latter little Wind & thick Hazey weather  
                                    with little rain    At 2 P M Tack't Ship & stood after the Chase  
                                    at 3 fired 2 shot at the Chase    at 1/2 past Do the Chase brot  
                                    too    at 4 Spoke her & brot too the Mn Tp Sail to the Mast    She  
                                    proved to be the *Carolina* Brigg from Verseles for Hambrough  
                                    but was taken by the *true Blue* Rebbel Privateer 35 days before  
                                    we retook her <sup>2</sup>    Sent the Boat on bd with an officer & took  
                                    Possn of the Prize.    At 8 Do took the Prize in tow hoist'd the  
                                    Cutter in & made Sail

1. PRO, Admiralty 52/1865.

2. Massachusetts privateer, William Cole, master.

RESOLVE OF THE MASSACHUSETTS GENERAL COURT RELATIVE TO PRIZE  
BRIGANTINE *Nancy* <sup>1</sup>

The Committee of Both Houses to whom were referred the Letters recd by the Honble Board from the Honble James Bowdoin & Wm Sever Esqrs relative

to Brigantine [*Nancy*] sent into Plimouth by Capt [Simeon] Sampson being a Prize with a Cargo of Oyl & Blubber lately taken by him have Considered the same & beg leave to report by way of Resolve which is humbly submitted  
In Council Novr 23d 1776

Read & sent down

^  
P Thomas Cushing P order  
John Avery Dpy Secy

In the House of Representatives Nov. 1776

Resolved That The Honble William Sever Esqr Agent for the Southern District be and hereby is Impowered & directed to purchase for the use of this State all the Train Oyl and Blubber that came in a Prize Brigantine lately taken & sent into Plimouth by Capt Simeon Sampson Commander of the Brig *Independence* in Case said Brig with her Cargo Should Upon Tryal be Condemned, And he is also hereby directed to Send by Water the Seventy five Irish Fishermen that were taken prisoners in said Prize to Marblehead, in order to be sent to Hallifax by the Flag of Truce that lately came from thence in exchange for the same Number of Men that were brought to this State by the said Flag of Truce

1. Mass. Arch., vol. 211, 175.

*Providence Gazette*, SATURDAY, NOVEMBER 23, 1776

Providence, November 23.

Capt. Carr, who arrived at Newport on Thursday from Hispaniola, informs, that on the 14th Instant, in Lat. 39, a little to the Eastward of Block-Island, he saw a Fleet of about 100 Sail, steering E. by N. one of which chased him a considerable Time.

Captain John Tillinghast, in the Privateer Sloop *Independence*, of 8 Guns, belonging to this Place has taken and carried into a safe Port a Ship<sup>1</sup> of 300 Tons, mounting 16 Carriage Guns, 3 and 4 Pounders, 8 Swivels, and having on board 30 Men, among them a Serjeant, Corporal and 11 private Soldiers: She was bound from Cork to the Army at New-York, laden with a valuable Cargo of Provisions, &c. Capt. Tillinghast engaged her about 20 Minutes, and then boarded her, where the Men were soon drove from their Quarters, leaving the Captain alone to defend the Ship. Captain Tillinghast was shot through the Body by a Musket Ball, but is recovered; three of his Men were likewise wounded, and two killed. On board the Prize the Serjeant and two Soldiers were killed, and the Captain and six Men wounded. Another Ship of 14 Guns, and a Brig mounting 8 Swivels, were in Company. Captain Tillinghast exchanged a few Broad-sides with the former, after securing his Prize, when they thought proper to sheer off. The Cargo of the Prize consists of 11,970 weight of Beef, 47,880 Weight of Pork, 14,625 Weight of Butter, 48,750 Weight of Oatmeal, 140,280 Weight of Flour, 44,800 Weight of Bread, 1200 Bushels of Peas, 1 Ton of Powder, a Quantity of Cannon Ball, 6 Tons of Cordage &c. A large Number of Provision Ships were to leave Cork soon after the above Vessels sailed, most of them armed, and to sail 10 or 12 in Company.

The Names of the Men killed on board the Privateer are John Angress, of Salem, and Peter Ingerfield, of Cambridge or Boston.

## Public Vendue.

On Thursday, the 28th of Nov. inst. at Eleven in the Morning, will be sold by public Vendue, at Bedford, in Dartmouth, the following Prize Vessels, and their Cargoes, viz. The Ship *Capel* and her Cargo, consisting of 392 Hogsheads and 20 Tierces of Sugar, 140 Puncheons of Rum, 18 Bags of Cotton Wool, 60 Bags of Pimento, 120 Planks of Jamaica Mahogany and 12 Tons of Fustick. The Brig *General Wolfe*, and her Cargo, consisting of 205 Puncheons and 40 Half Puncheons of Jamaica Rum. The Brig *Lady Jane*'s Cargo, consisting of 200 Puncheons, and 16 Half Puncheons of Grenada Rum, 40 Barrels of Sugar, 10 Pipes and 4 Half Pipes of excellent Madeira Wine, 5 Hogsheads of choice Claret Wine, also 51 Bags of Cocoa, 1 Bale of Cotton and 6 Quarter Casks of Madeira Wine.

And on Thursday following, the 5th of December, at Eleven in the Morning, will be sold by public Vendue, at Plymouth, the Ship *Maria*, and her Cargo, consisting of 337 Hogsheads of Sugar, 32 Hogsheads of Rum, and 10 Bags of Cotton Wool.

The Ship *Capel*, about 300 Tons. The Brig *General Wolfe*, about 140 Tons, and the Ship *Maria*, about 350 Tons, will be put up on the Days of Sale above mentioned. They are as well found as other Folks Vessels are, and I suppose will sail as fast.

J. Russell, Auctioneer.

## Wanted Immediately,

A Surgeon for the Privateer Schooner *Eagle*. A Person properly qualified will meet with good Encouragement, by applying to

John Mathewson

N.B. A Number of Hands are likewise wanted by Tuesday next.

The Officers and Men belonging to the private Sloop of War *Sally*, James Munro Commander, are desired to call for their respective Shares on the Subscribers, who are Agents for her first Cruise.

Clark and Nightingale

The Privateer Ship *Blaze Castle*, mounting 20 Six Pounders, will sail on Wednesday next. A few good Seamen are wanted for said Ship.

Providence, Nov. 22, 1776.

1. The *Friendship*.

NATHANIEL SHAW, JR. TO FRANCIS LEWIS AND PHILIP LIVINGSTON,  
PHILADELPHIA <sup>1</sup>

Gentlemen,

Hartford Novr 23 1776.

I Received yours 18th Ulto Inclosing a Letter to Capt Thos Kennedy, also directions &c Relative to the Distination of his Voyage,<sup>2</sup> at the time your favour came to hand Capt Kennady was Loaded & ready to proceed on his Voyage & agreeable to your directions I fill'd up the Bills Lading, and Inclosed them as you desired to your friends at Havre De Grace in France, and being obliged to go into the Country, I wish'd Capt Kennedy a Good Voyage, & sett out on my Journey but on my return (which was in a Week) I was Suppriz'd



to find Capt Kennedy still in port, and the Ship detained by Capt Seth Harding of an arm'd Brig belonging to this State, I immediately sent an Express to his Honor the Govenour to know if it was by his order that the Ship was detained but received no answer, and as the Govenour & Council were setting in this Town I came up here to see if the Ship might proceed on her Voyage, and Last evening I waited on them, and at their request I am desired to keep the Ship in Port untill I receive your further orders for her Sailing, as they think you will consent to have her unladen at N[ew] L[ondon], when you receive the inclosed depositions of Sundry persons in N L which was sent to his Honour by the N L Committee setting forth the great difficulty there is in getting out to Sea without falling into the hands of our enemies and further that the Govr & Council think that incase part of the British Troops should make an excursion to the Eastward, the article of Wheat would be much wanted here being none & is now at a Dollar pr bush as to what is said in one of the depositions reflecting on Capt Kennedy[s] Conduct being not friendly &c I must in Justice to his Character say, that I believe him to be as Good a man as could be employed in the buisness you was pleased to Honor him with. True it is that the greatest part of his Ships Crew were persons that have been brought into America by our Cruising Vessells (having only four persons besides himself but was in that Situation on board) it being impossible to get any other, as to the men of Warr Cruising of[f] the Harbour at the time Kenedy was to Sail, there were four at Anchor of[f] Gardiners Island, and our intention was to have Sailed through Fishers Island Sound, and into the Vinyard & over the Sholes, as the day before a Ship taken by the *Cabot* was bro't into N L that way, by an excellent pilot who I ingag'd to take charge of Kenedy, and it was his opinion that he could carry him out, thus I have mentioned the Facts, and the Ship will be detained untill I hear from you again which I hope will be Soon, as I think the Wheat is been too long already on board & begins to take damage, and where it mine I would rather sell then Ship it & Load the Ship with Flex Seed, but must Say that there is no seamen to be had only such as are taken in Brittish Ships the risque of having such people you must be Sensible is worthy of consideration, those that Kennady employed were as Good of the kind as could be had & seemed much averse to be taken by any of the Brittish ships & what is in their favour in my opinion they refus'd taking their Months advance before Sailing choosing rather to have it on their arrival in france. I imagine I can dispose of the Sead on Board for near the first Cost if you determine to give up the Voyage I have not to add but am Gentlemen [&c.]

1. Shaw Letter Book, YUL.

2. Kennedy commanded the ship *Mary*.

#### MINUTES OF THE NEW YORK COMMITTEE OF SAFETY<sup>1</sup>

[Fishkill] Die Sabbati, 9 HO. A.M.

Novr. 23rd, 1776.

Mr. Wisner and Gilbert Livingston's report was read.

*Resolved*, That a copy of the said report be transmitted to General Schuyler, with a request that he will favour the Convention with his advice on the best and

most effectual plan for obstructing the navigation of Hudson's river, and that the committee of the Convention of this State appointed to obstruct the navigation of Hudson's river, be instructed to cause a nautical survey to be made of such parts of the river as may be most effectually obstructed, so as not only to impede the navigation but likewise to prevent the landing of troops below such obstruction; that they endeavour to procure the advice of the general officers and engineers respecting the said obstruction.

*Resolved*, That the committee appointed to obstruct the navigation of Hudson's river, be instructed not to pay the blacksmiths who made the chain which was lately drawn across the said river, and broken by the tide, until such time as the sufficiency of their work can be properly examined; and that the said committee take proper measures for that purpose.

Saturday, 3 ho. P.M. Novr. 23rd, 1776.

A letter from General George Clinton, was received and read.

A draft of the river, enclosed, was also exhibited, and committed to the committee of the Convention of this State, appointed to obstruct the navigation of Hudson's river.

A letter from Messrs. Augustine Lawrence and Samuel Tudor dated this day, was received and read.

A draft of an answer thereto, was read and approved of, and is in the words following, that is to say:

In Committee of Safety,

Fishkill, 23rd Novr. 1776.

Gentlemen – Your letter of yesterday concerning a quantity of rigging, to be furnished by you by an order of the marine committee, is under consideration; as the order is explicit, we advise you to comply with it immediately.

Capt. Ivers represents to us that it is impracticable to carry the cables by land, but that he has yarn sufficient to make the cables of, and that they cannot be safely carried until they are warped and tarred; this matter we leave with you, and advise, if it be the only practicable method, that it be pursued, and that Mr. Ivers go with the yarn and finish the cables. In case you cannot hire wagons or teams to carry the quantity of rigging wanted, you are hereby empowered to impress them, giving sixteen shillings per day for each ox team with drivers, (say four oxen) and twelve shillings per day for each waggon and horses, and drivers, they finding themselves, to carry the same to the first town in Connecticut on the road leading to Middletown.<sup>2</sup>

I am, gentlemen, with respect [&c.]

By order.

To Captains Laurence and Tudor.

1. *New York Provincial Congress*, I, 714–15.

2. The rigging was ordered by the Marine Committee to be sent to Middletown for use of the Continental frigate *Trumbull*.

DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[New York] 23rd Novr – Rain last night Arrived a fleet from England, & Cork, under Convoy of the *Mermaid*, with Recruits and provisions.

Part of the troops for the Expedition are to embark toMorrow.

1. *Mackenzie's Diary*, I, 114.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 13.

*Eagle* Off New York

Sir

November the 23d 1776.

The General thinking fit to move with a large Part of the Army to the Right of the Rebel Forces, who were preparing to establish themselves for the Winter on the Heights above King's bridge as well as on the North part of York Island, the Embarkation of the Troops in the Flat-Boats and small Vessels provided, was made from Kep's Bay in the Night of the 11th of last Month; under the Direction of Commodore Hotham with the Captains of the Ships from which the Boats were manned, as in the former Instances. And the Troops were landed in the Morning on the Peninsula of Frog's Neck in the Sound, about ten Miles Eastward from New York, without Opposition.

A thick Fog prevailing when the Boats entered the dangerous passage through Hell-Gate, every ill consequence was to be apprehended. But it fortunately happened, that no other Injury was sustained, besides the oversetting of an Artillery-Boat, by which Accident two Field-Pieces and three Men were lost.

It had been some time before resolved, in order to prevent the Enemy from receiving Supplies by the North River, to send a Detachment of Ships above their Works at Jeffery's Hook on York Island and the opposite Shore of Jersey; between which they had been lately making fresh Attempts to block the Channel. Captain Parker in the *Phoenix* was again chosen for this Service with the *Roebuck* and *Tartar*. The Wind did not permit the Ships to pass the Enemy's Works until the ninth. By the Accounts I have a few Days since received from Captain Parker, I find the Ships had suffered much in their Masts and Riggging. The loss of Men, as in the enclosed Return, was less considerable. Of four of the Enemy's Gallies chased from their Stations behind the Line of sunken Frames and Vessels placed to obstruct the Passage of the River, two were taken; One mounting a Thirty-two Pounder with Swivels, the other two Nine-Pounders and two four-pounders. The two remaining Gallies with some small Vessels being favored by the Tide and Weather, escaped the Ships in shoal Water, where they had sufficient Protection from the Shore, which was in the Enemy's possession.

The General judging it necessary to make a second Movement with the Troops he conducted, further to the Eastward of Frog's Neck; the Light Infantry, Grenadiers and other Corps of the first Embarkation, were again taken into the Flat Boats, and landed the 18th on Pell's Neck, separated from Frog's Neck by Hutchinson's River. The rest of the Army which had only that narrow Stream to pass, were conveyed over with the Artillery and Baggage a few Hours after. And the second Division of the Hessians that came under Convoy of the *Diamond* the nineteenth, were carried up in the Flat-Boats, and landed the 23d on Myers

Neck, the post of Communication with the Fleet last established, nearer to New Rochelle.

This Position of the Army requiring further Provision to be made for keeping the Intercourse open by Water with York Island, the *Rose* and *Senegal* were added to the Frigates and small Armed Vessels before stationed in the Sound for that Purpose.

It is incumbent on me to represent to their Lordships on this Occasion, and I cannot too pointedly express, the unabating Perseverance and Alacrity with which the several Classes of Officers and Seamen of the Ships of War and Transports, have supported a long Attendance and unusual degree of Fatigue consequent of these different Movements of the Army. Captain [Charles] Phipps and the Detachment of Seamen under his Command, who were further appointed to assist in the Service of the Artillery upon an Emergency, have acquired much Credit by their spirited Conduct on that Duty.

The Enemy retreating on every Occasion as the Army advanced, were forced from the White Plains (where they seemed prepared to make some stand) into the North Castle District. And have finally retired with the greatest Part of their Forces behind the Croton River. Whereby the Communication was opened from York Island with the Continent, by Kingsbridge.

On the 16th instant the General directed an Attack to be made on their Lines adjacent to Fort Washington, a regular Work, constructed upon the high Grounds above Jeffery's Hook. It was appointed to be carried on from the Side of New-York, of Kingsbridge; And by two separate Embarkations from the Continent, across the last River. Thirty Flat Boats were ordered up to Kingsbridge by the North River the Night of the 14th under the Direction of Captain [Thomas] Wilkinson, (who has distinguished himself very much in the different Parts of this and the subsequent Operation) assisted by Captain [Andrew Pye] Molloy. The Batteaux, mostly manned from Transports, were commanded by Lieutenant Botham of the *Brune*, Lieutenant Loggie of the *Mercury*, and the Agent Lieutenant Henry.

The Troops embarked in the Boats had a considerable Fire to sustain from the Enemy in their passage across the East River, and at their Landing. But having surmounted every Obstacle, under the further Disadvantage of a very steep ascent to gain the Flank of the Enemy's Line; And the other Attacks succeeding at the same time, the Fort was completely invested in the Evening. The Rebels, in number about two thousand seven hundred, were thereupon induced to surrender Prisoners of War. And several Pieces of Cannon with a considerable Proportion of Military Stores, were taken in the Fort and Out-Works.

Captain Wilkinson's Presence being deemed most material with the Flat-Boats, the *Pearl* was left under the Direction of the first Lieutenant Scot, to be placed for covering the March of the Hessian Troops, and to flank the Enemy's Lines on the Side of the North River: In which Service his Behavior was much approved. The same Commendation is due to the Officers and Seamen in the Boats. Only one of the last was killed and five wounded; the Loss of Men at the Landing having happened chiefly amongst the Troops.



Twenty more Flat-Boats which were sent up the North River under Captain Phipps, passed the Enemy's Posts undiscovered in the Night of the 18th. And a Detachment from the Army commanded by Lord Cornwallis, being landed on the Jersey shore the 20th in the Morning above the Enemy's Redoubts opposite to Jeffery's Hook, and unperceived by the Rebels for some time; They soon became possessed of the Redoubts without Loss. Some few of the Enemy were killed, and about Seventy taken, with many pieces of Artillery and a large Quantity of Ammunition and Stores.

The sudden Effect of these two unexpected Attacks, seems to have made great Impression upon them.

In my Report to their Lordships upon these several Transactions, particular Notice is due to the Ability testified in the Direction and Conduct of many difficult and very fatiguing Services, which Captain Ferguson of the *Brune* was charged with, preparatory to and in the Progress of the various Movements of the Army, from the time of the first Descent on York Island to this Period. Lieutenant Botham of the same Ship, and the Agents Lieutenants Knowles and Henry (the last more especially) having had a considerable Share in the Arrangement as well as Execution of such Services, are likewise entitled to a particular Distinction on this Occasion. And the unwearied Spirit of the Seamen, from the Transports as well as Ships of War, in dragging the Artillery up the difficult Heights for sustaining the Infantry on their Landings, can never be exceeded.

The General, desirous to take Advantage of every Opportunity for prosecuting his intended Operations whilst the Season would admit, had some time since applied to have Transports for ten thousand Men, with an adequate Naval Force, prepared for a separate Service. The Command thereof, under the Circumstances of Lord Shulldham's Application to return to England, has devolved on the Commodore Sir Peter Parker, who will have the Ships of War and Transports under his Direction as in the Account annexed.

I have thought it necessary for the speedy Conveyance of the General's Dispatches on the present Occasion, to appoint the *Tamar* for that purpose; Having had the Sloop cleaned and refitted here for her Passage to Europe, in the best Manner that the Materials to be provided in our present Circumstances would permit, Captain [Christopher] Mason is directed to the . . . . port he can first most conveniently gain in England; and to wait to receive their Lordships Commands for his further Proceedings. I am, with great Consideration, Sir, [&c.]

Howe

[Endorsed] R 30 Decr (2 Inclosures).

1. PRO, Admiralty 1/487.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE SIR PETER PARKER<sup>1</sup>  
Copy.

By the Viscount Howe, Vice Admiral of the White and  
Commander in Chief of His Majesty's Ships and Vessels  
employed and to be employed &c in North America.

Whereas it has been judged expedient whilst the Season may still admit, to take every possible Advantage thereof, and to prosecute fresh Invasions on such



Parts of the Coasts and Settlements of the King's rebellious Subjects, as they might by further Opportunity afforded be able to strengthen, and under such Protection continue their illegal Opposition to His Majesty's just Authority and Government with greater Effect; It has been determined in consequence to proceed with a sufficient Force in Troops and Ships of War for making a Descent on the Colony of Rhode Island, in view to take an established Possession of the Town and Port.

And whereas by the leave granted at the request of the Vice Admiral Lord Shuldham, for his Lordship to return to England by the earliest Conveyance, the Direction of the separate Service intended devolves in Succession upon You; You are therefore hereby authorised and directed to take under your Command and Conduct (in Conjunction with the Commodore Hotham, subordinate to You) the several Ships of War and Transports specified in the Lists annexed, and destined for that Service: the respective Commanders and Agents concerned having received suitable Notice thereof.

When the Land-Forces under the Command of the Lieutenant General Clinton have been embarked, and every Requisite provided for that Occasion; You are to proceed with the said Ships of War and Transports, as soon as the Wind and Weather will permit, to the Colony of Rhode Island; For making a Descent in such Manner, and on such Part or Parts thereof, as with the Concurrence of the Lieutenant General, or other the chief Commander of the said Forces, is thought fit. Being further to render with the Ships of War and Seamen under your Command, every Assistance for promoting the Purpose of this Armament, on Requisition from the Lieutenant General, that your Means will admit; Or as You may otherwise in your Discretion and Judgment see cause from time to time separately to direct.

And as a further Object of your present Appointment will be, to prevent the rebellious Inhabitants of the said Colony and Parts adjacent in their Purpose, by the different Armed Vessels they have prepared, to make Capture of, and appropriate to their Use, the Ships and Effects of His Majesty's faithful Subjects; it is recommended to your particular Attention, as soon as the Progress of the Army in the Reduction of the Island will admit, by every possible Means to seize, burn or otherwise destroy, such Armed Vessels taking shelter in the Ports and Harbours thereof. And also with the Assistance (when it may be necessary) of such Land Forces as can be spared by the Lieutenant General, on your Application to that Effect, to recover from the Possession of the Rebels for being restored to their rightful Owners, such of their Ships and Cargoes as may now be detained in the Harbour of Providence, or other Harbours and Ports as before expressed.

*Carysfort.* And whereas the Ships named in the Margin are stationed off  
*Greyhound.* of the Port of Rhode Island, to prevent all Intercourse there-  
*Merlin Sloop.* with, or the Escape of the Enemy's Ships from that Port; You  
 are at liberty to employ them in any Manner you judge requisite for the Service You have in Charge.

You will please to make known to me, the Progress of your Operations on that Service, or any material Incident arises; and to accomodate the Lieutenant General with suitable Opportunities, by detaching One (or more) of the smaller

Frigates attending upon the Fleet, when he shall have Occasion to correspond with the Commander in Chief of the Army.

You are to communicate to him the Contents of these Instructions and all the Information You may acquire relating to the Object of your present Appointment: And to co-operate with him in every Measure that he may propose for the Benefit of the King's Service, as you are able, in all other Respects. And in case of your Inability to direct the Conduct of such separate Services as aforesaid, these Authorities and Instructions are to remain in equal Force with the Officer on whom the chief Command of the Squadron may from time to time devolve.

Given onboard His Majesty's Ship the *Eagle* off New York the twenty third day of November 1776

Howe.

To The Commodore Sir Peter Parker, hereby appointed to command a Squadron of His Majesty's Ships intended for a separate Service; Or the Officer on whom the chief Command thereof, for the time being, may devolve.

By Command of the Vice Admiral

Josh Davis.

[Endorsed] In Lord Howe's Lre of 25 Nov 1776

1. PRO, Admiralty 1/487.

JOURNAL OF H. M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE <sup>1</sup>

Novemr 76

Moord at the Mouth of the Killns.

Saturday 23

at Noon a pilot Came on Bd unmoor'd & hove into 1/2 Cable on the Bt Br

Light Airs Inclinal to Calms with some Rain Recd some New Sails Stopt the Schooner *Venice* from Barbadoes Neck to New Brunswick Laden with Flower Soap & Candles for the Rebels Jams Davis Master & Owner. at 10 PM weigh'd & dropt out of the Kilns at 11 Came too under Staten Island

1. PRO, Admiralty 51/336.

JOURNAL OF H. M. S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

Novr 1776

Sandy Hook N11.03W 59 Leagues

Saturday 23d

Fresh breezes & Cloudy at 8 AM Gave Chace to the SW

Do wear at 2 PM brot too the *Hearts of Oak* <sup>2</sup> Sloop from Cape Francois bound to Philadelphia, laden with Rum Limes &ca at 5 made Sail and gave Chace to the NNW at 7 finding the Ship in 8 fm water leav'd off Chace at 9 Saw a Sail to the SE gave chase at 12 brot too the *Dispatch* Brigg belonging to Cork from the Granades, that had been taken by the *Congress* Sloop Privateer of Six 3 pounders.<sup>3</sup>

1. PRO, Admiralty 51/380.

2. *Hearts of Oak*, E. Howell, master, with rum, linens, turpentine and dry goods, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

3. The Pennsylvania privateer sloop *Congress*, William Greenway, commander, commissioned October 3, 1776, *Pennsylvania Colonial Records*, X, 740.

COMMODORE SIR PETER PARKER'S FLEET FOR THE RHODE ISLAND EXPEDITION <sup>1</sup>

List of Ships of War and Transports destined to proceed on a particular Service under the Command of the Commodore Sir Peter Parker.

*Eagle*  
off New York  
Novr the 23d 1776.

Ships of War					Commanders
Rate	Ships Names	Guns	Men		
4	<i>Chatham</i>	50	367		{Commodore Sir Peter Parker {Captain Toby Caulfield
4	<i>Preston</i>	50	367		{Commodore Hotham {Captain Samuel Uppleby
3	<i>Asia</i>	64	500		George Vandeput
4	<i>Renown</i>	50	350		Francis Banks
4	<i>Centurion</i>	50	350		Richard Brathwaite
4	<i>Experiment</i>	50	320		James Wallace
5	<i>Diamond</i>	32	220		Charles Feilding
5	<i>Brune</i>	32	220		James Ferguson
5	<i>Emerald</i>	32	220		Benja Caldwell
5	<i>Ambuscade</i>	32	220		John Macartney
6	<i>Cerberus</i>	28	200		John Symons
6	<i>Mercury</i>	20	160		James Montague
Sloop	<i>Kingsfisher</i>	14	125		Alexander Graeme

## COMMODORE SIR PETER PARKER'S FLEET FOR THE RHODE ISLAND EXPEDITION [continued]

## Transports

Corps	No of Officers & Men	Ships	Tonnage	How distinguished	Number of Fascines	Flat Boats
Light Infantry	280	<i>Mercury</i>	295	Red	—	1
		<i>Argo (Greave)</i>	289		Main	
Grenadiers	407	<i>Rachel &amp; Mary</i>	320	Red	—	1
		<i>Hunter</i>	311		Fore	1
Regt 10th	407	<i>Isabella</i>	362	White 1 Red Ball	—	1
		<i>Empress</i>	251		Main	1
“ 38th	412	<i>Gr. Dss of Russia</i>	308	White 1 Red	—	1
		<i>Sea Venture</i>	299		Fore	
“ 52d	353	<i>Savile</i>	355	White 3 Red Balls	—	1
		<i>Antelope</i>	207		Fore	
“ 37th	359	<i>Eagle (Noble)</i>	344	White 3 Red	—	1
		<i>Susannah (Brig)</i>	240		Main	
(Regt 22d	414	<i>James &amp; William</i>	393	White 2 Red Balls	—	
		<i>John</i>	229		Main	
“ 54th	440	<i>Gd Dke of Russia</i>	672	White 1 Blue Ball	—	
“ 63d	420	<i>Amity's Admonition</i>	410	White 1 Blue	—	
		<i>Three Sisters</i>	283		Fore	
“ 43d	370	<i>Chambre</i>	360	White 2 Red Balls	—	
		<i>Earl of Orford</i>	231		Fore	

3d Brig.

5th Brig.

					Topinast Head
Hessian Brigades Du Corps	574	<i>Lord Sandwich</i>	368		
		<i>New Blessing</i>	256	Blue 1 White Ball	— Main
		<i>Charming Sally</i>	267		
Lasberg P. Charles	533	<i>Spring</i>	378		
		<i>Esk</i>	304	Blue 2 White Balls	— Main
		<i>Tweed</i>	162		
		<i>Judith</i>	377		
Ditfourth	580	<i>Eleonora</i>	286	Blue 3 White	— Main
		<i>Tryal</i>	230		
		<i>Father's Goodwill</i>	333		
Wuttginau	449	<i>John &amp; Bella</i>	194	Blue 1 White Ball	— Fore
		<i>Young Tom</i>	173		
		<i>Eagle (Hay)</i>	324		
Schmidt Bunau	535	<i>Union (Child)</i>	302	Blue 2 White Balls	— Fore
		<i>Roman Emperor</i>	182		
		<i>Sisters</i>	254		
Huyn	427	<i>Minerva</i>	218	Blue 3 White “	— Fore
		<i>Glencairn</i>	193		
		<i>Earl of Derby</i>	370		
Ordnance		<i>Nancy</i>	245	Blue	— Main
		<i>Noble Bounty</i>	273		



COMMODORE SIR PETER PARKER'S FLEET FOR THE RHODE ISLAND EXPEDITION [continued]  
List of Transports—Continued

	Ships	Tonnage	No of Horses	How Distinguished	Flat Boats
Cavalry Ships	<i>John Assistance</i>	302	32	} White ——— Main	1
	<i>Amity's Production</i>	256	28		
	<i>Minerva</i>	250	26		
	<i>Fanny (Cook)</i>	258	28		
	<i>Amity's Providence</i>	246	26	White ——— Fore	
Artillery Horse Ship Engineers Stores	<i>Felicity (Breeme)</i>	327	25	Red 3 Blue Balls — Fore	1
		264			
Hospl Ships	<i>Dutton</i>	676		} Yellow ——— Fore	1
	<i>Grosvenor</i>	714			
Genl[s] Jones & Smith Army Victualler Genl Clinton's Baggage	<i>Earl of Effingham</i>	263		Red 1 White Ball — Main	1
	<i>Sovereign</i>			Red 2 White Balls — Main	

Ships with Commanding Officers of Corps, are distinguished by a Swallow Tail in the Vane.

Agents for the above mentioned Transports.

Light Infantry, Grenadiers & Artillery —	Lieut Knowles
Third and Fifth Brigades — British	" Parrey
Hessian Corps —	" Dickinson
Cavalry —	" Sutherland

JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Philadelphia] Saturday, November 23, 1776

To Lieutenants Bogart [Richard Boger] and [George] Ball, two prisoners of the British navy, and to be paid to James Smith, Esqr for their allowance, from 9 July, to 19 November, 1776, inclusive, 19 weeks, at 2 dollars a week, 76 dollars:

1. Ford, ed., *JCC*, VI, 975, 977.

SAMUEL CHASE TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

[Extract]

Philada Novr 23d 1776

Gentlemen

Saturday

Since I wrote You on yesterday I saw a Letter from General Mifflin from Elizabeth Town dated the 21st Inst: in which he writes, that the Enemy crossed the North River below Dobbes ferry in 400 Boats, and stole a March to fort Lee, which the Garrison evacuated leaving all their Artillery, Cannon, Stores, provisions and their Baggage. We have not heard from the Army since the General Letter of the 19th – The Alarm of a fleet sailing from New York, with Troops is without any foundation. about 150 Transport & Store Ships sailed under Convoy of Commodore Shuldham in the *Bristol*, & two frigates, and are supposed to be bound to Ireland for provisions. This Information comes from General Mercer.

The Congress have resolved to encrease their Navy – two frigates of 36 Guns are to be built in our State.

1. Red Book, IV, Md. Arch.

ADVERTISEMENT FOR A DESERTER FROM THE CONTINENTAL SLOOP *Providence*<sup>1</sup>

Chester, November 23, 1776.

Five Pounds Reward.

Run away from the subscriber, living in the Borough of Chester, in the beginning of August last, a Mulattoe man, named Jack Jones, upwards of 24 years of age, a Cooper by trade, about 5 feet 7 inches high, wears his hair tied in a cue behind, has a hobbling gait when he walks, occasioned by the rheumatism formerly in his hips, this country born, speaks good English, can read, and write a tolerable hand, and can play pretty well on a fife, is a sly, smooth tongued fellow, and may probably forge a pass, and pretend to be a freeman; he went on board the *Providence* privateer, commanded by Captain [John Paul] Jones, when she lay opposite Chester, outward bound on her cruize, and am since informed by one of the hands, that he escaped from on board the first prize taken by the privateer, when she was retaken by the English, and came ashore at or near Egg-harbour, in Jersey,<sup>2</sup> so that it is supposed he is lurking somewhere in Jersey, or perhaps may

have come to Philadelphia in expectation of getting his prize-money. Whoever takes up said fellow and brings him home, or secures him in any goal in this province, so that his master may have him again, shall receive the above reward, and reasonable charges, paid by ~ Elisha Price

N.B. His clothes cannot be well described, as he left the most of his old clothes at home, and is supposed to have got new.

1. *Pennsylvania Gazette*, February 5, 1777.

2. "Augt 19 1776 John Jones Landsman [turned over to] Prize Brig *Britannia* Agt 27 1776," *Providence Muster Roll*, Transcript of Military Papers, R. I. Arch.

### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Saturday 23d Novr 1776. —

Capt William Deane is appointed to Superintend the Gallies now Building by George Brett and Caleb Herbert and he is desired to repair to the Places where the said Gallies are Building and cause them to be increased to one foot greater Depth of Hold than was at first directed Provided such alteration can be made without affecting the Strength of the said Gallies. —

1. Navy Board Journal, 115, VSL.

### VIRGINIA NAVY BOARD TO VAN BIBBER & HARRISON, MARTINIQUE <sup>1</sup>

Martinique,  
Gentlemen,

At the request of his Excellency the Governour and the Honble the Council, we have consign'd you by the Schooner *Revenge* Captain Samuel Towles 25 Hhds upland Tobacco and 210 Barrels Flour mostly superfine for which you have Invoice and Bill of lading Inclos'd You'll be pleased to dispose of it at the best price your Market will afford and invest the proceeds as p Invoice for returns herewith sent you. We rely on you to give the Captain all necessary assistance, and as good dispatch as possible, and for your processing the Goods order'd on the best terms and of good quality. —

This Cargo is purchas'd and consign'd you on the public Account of the State, and there are several other Cargoes now purchas'd and to be purchas'd on the same Account and shou'd we meet with success in this adventure it may determine us to send several of the other Cargoes to your Island and of course to your address . . . Be pleas'd to direct your letters and returns in consequence of this Consignment

To. Thomas Whiting Esquire }  
first Commissioner of the Navy }  
Virginia }

By order of the Board I am &c

[Williamsburg] 23d Nov. 1776 — (Signed) Thomas Whiting 1st Comr

1. Navy Board Letter Book, VSL.

JOURNAL OF H. M. S. *Seaford*, CAPTAIN JOHN COLPOYS <sup>1</sup>

Novemr 1776

At Sea [off St. Eustatius]

Saturday 23rd

At 6 AM Manned the Pinnace & Sent her after a Schooner  
at 12 Do the town of St Eustatia NNE 2 Leagues.

Do [Light airs] & fair Wr Sent the Cutter on board a Sloop  
from St Martins to St Eustatia at 6 PM the Pinnace Retd  
having taken the Schooner, Proved to be from Baltimore in  
New England [*sic*] to St Eustatia Sent an Officer & 6 hands  
on board & took her hands Out.

1. PRO, Admiralty 51/880.

VAN BIBBER & HARRISON TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Extract]

Gent.

St Pierre Novr 23d 1776.

We wrote you on the 2d Inst by Capt [Thomas] Conway who sailed the 4th  
with a Cargoe consisting of Muskets, Powder, Woolens, Linnens & Salt to the  
Amount of £3944.19.10 this Curr[enc]y which we hope are all, or will be soon,  
safe in Store with you. . . .

We are glad to find you were loadi[n]g out some vessells for us – Our Cred-  
itors are growing emportunate & unless paid soon will be exceedingly clamourous  
& troublesome.

Linnens are in great Abundance – Powde[r] we are quite overstocked with,  
& some small Arms may be bought: But we know of no Brass Cannon or Howit-  
zers, & Woolens are yet scarce. –

The *Elizabeth* Capt Laugier got safe into Chas Town & sold your powder  
there with the Cargoe and has since arrived here with a fine parcel of rice &  
Indigo . . .

Tobacco is rising fast in Statia where several Ships are loading with it for  
Holland, & begins to sell well here. But Flour & Corn are very low & will keep down  
'till towards the Spring. . . .

1. Red Book, XVI, Md. Arch.

**24 Nov. (Sunday)**

“EXTRACT OF A LETTER FROM DARTMOUTH, DATED NOV. 24.” <sup>1</sup>

I have the pleasure to inform you of the arrival of the prize brig *Active*,  
taken by Captain [John Paul] Jones in the *Alfred*, and that he has been fortunate  
enough to take a large and very valuable transport with cloathing, and about 30  
soldiers, bound for Canada.<sup>2</sup>

1. *Continental Journal*, November 28, 1776.

2. The *Mellish*.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>[*Roebuck*, in Hudson River, October 28 to November 24]

After the reduction of this Post [Fort Washington] which the Rebels had looked upon as allmost impregnable, The General [Howe] lost no time in pursuing his success, and immediately sent my Lord Cornwallis with 5. Thousand Men into the Jerseys to attack the Fort on the opposite side of the River. They embarked in the Flat Boats early in the Evening, intending to land at Midnight at a place about 5 Miles further up the River: But when his Lordship came to see the place, the path seemed so narrow, & difficult of access, that he could not be persuaded that it was the right spot, and went alongshore 2 or 3 Miles further to look for a better: by which delay the Enemy got apprized of their being landed and had just time enough to make their escape before the Army appeared in sight, and had drawn out of the Fort some of their Cannon & Mortars, but as My Lord Cornwallis was immediately reinforced to 10 Thousand Men he marched into the Country, where the Rebels flew every where before him, and all their Cannon & Military stores fell into his hands, among which were the Mortars that had been taken in the *Nancey* ordnance Brig the last winter,<sup>2</sup> and every thing else of any consequence that they had taken from us. During this time My Lord Howe was exerting himself to the utmost to annoy the Enemy by sea: every Ship was sent out to cruize on different stations the moment they could be no longer useful at New York

1. Hamond, No. 5, UVL

2. Hamond was in error; the only mortar found on board the *Nancy* burst during the siege of Boston.JOURNAL OF H. M. S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

November 1776.

Running up the Narrows for New York.

Saturday 23d

Light breezes and hazey. at ½ past 10 (PM) heard the report of Guns in the SW quar At 11 made Sail, saw two Ships & 2 Sloops bearing down on us, ½ past made the Private Signl and Cleared Ship for Action. At 12, One of the Ships hailed us, but not to be understood.

Sunday 24th

set the Foresail in order to Tack and get to Windwd – the Two Ships fir'd several Shot at us. ½ past Tack'd and run close alongside one of the Ships which we hailed and proved to be the *Willm & Mary* Transport from London for New York with 3 Captures.<sup>2</sup> 2 Brot too at Noon made Sail. 4 Sail in Company.

1. PRO, Admiralty 51/688.

2. The prize ships, *Hawke*, S. Williams, master, and *Harlequin*, Nathaniel Phillips, master, both from Hispaniola for Rhode Island, and retaken transport *Layton*, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.RICHARD HENRY LEE TO SAMUEL PURVIANCE, JR.<sup>1</sup>

[Extract]

Philadelphia 24th Novr 1776

Very long before your recommendation of Mr [Thomas] Plunket came to hand, a Capt. [James] Disney had been appointed Capt. of Marines on board the



*Virginia*, upon the recommendation of Mr [Thomas] Stone.

The Congress have determined to build in Maryland two Frigates of 36 guns each, and I make no doubt but that one at least of these will be built at Baltimore. I suppose, when the [Marine] Committee meets on Tuesday next, that directions concerning the building the new ships will issue to the respective States. Not a word has been yet said in Congress touching a quarrel with Portugal, no[r] will any such thing happen, I imagine, unless they should confiscate any of our Vessels.

It will give us much pleasure to hear that Capt. Nicholson is ready for sea, and I think we can furnish him from hence with one such Anchor as you mention. Capt. Biddle's frigate *Randolph* of 32 guns is now completely ready except that she wants Men, which want we hope to remedy when the Vessels daily expected, arrive. The *Virginia* & the *Randolph* cruising together, might bring us in some of the enemies scattering frigates that now go about, very badly manned, injuring our trade extremely. I wish therefore, that every effort were strained to get the *Virginia* ready. Our enemies army has been pretty busy since they retreated from the White plains – Already they have got possession both of Mount Washington and Fort Lee, and they talk, or the Tories talk for them, strongly of their aiming at this City. I fancy they will find some difficulty, and not a little danger in the accomplishment of this part of their plan.

1. Ballagh, ed., *The Letters of Richard Henry Lee*, I, 225–27.

25 Nov.

CAPTAIN JOHN PAUL JONES TO THREE PRIZE MASTERS <sup>1</sup>

Sir

By J. P. J. &ca &ca

You are hereby Appointed commander of our prize the Ship [blank]

You are required and directed to keep Company with me and Obey all my future Orders and all Signals made on board here, agreeable to the Copy of Signals which you receive herewith for your Government. – Should You Unfortunately be Separated from the Squadron You are to proceed with all possible dispatch to the Most convenient port within the United States of America.

I would Advise you to proceed through Nantucket shoals to Rhode Island. – be careful of the Ship with her cargo and Stores let nothing under your care be wasted or Misused – Your careful attention to these things will promote your future Intrest

Given on board the *Alfred*

Novr 25th 1776

J. P. J.

3 Copies

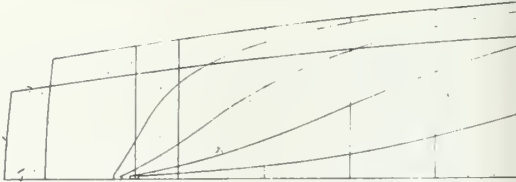
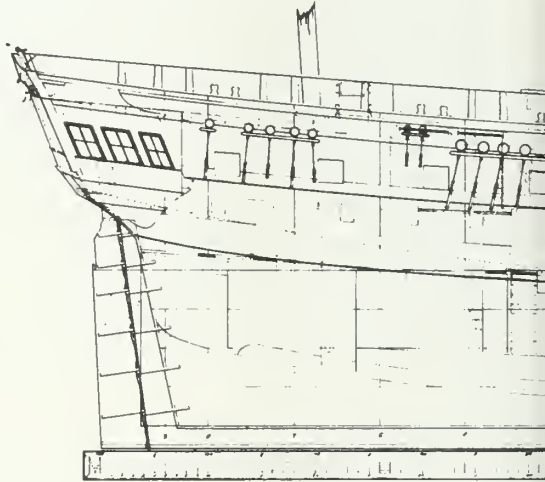
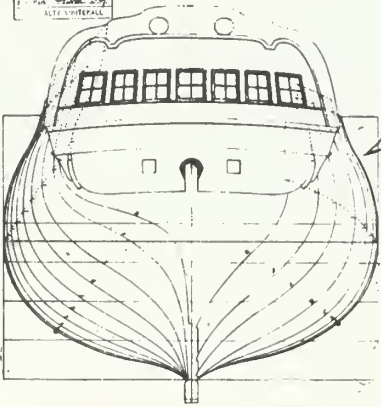
To Messrs Saml Tiley, Mich. Knies, & James Bechup Commanders of the Ships *Betty*, *Surprise* and *Molly*

thier Stations – The *Betty* on the *Alfreds* Larboard Qr

The *Surprise* a Stern of the *Betty* and the *Molly* Astern of the *John*

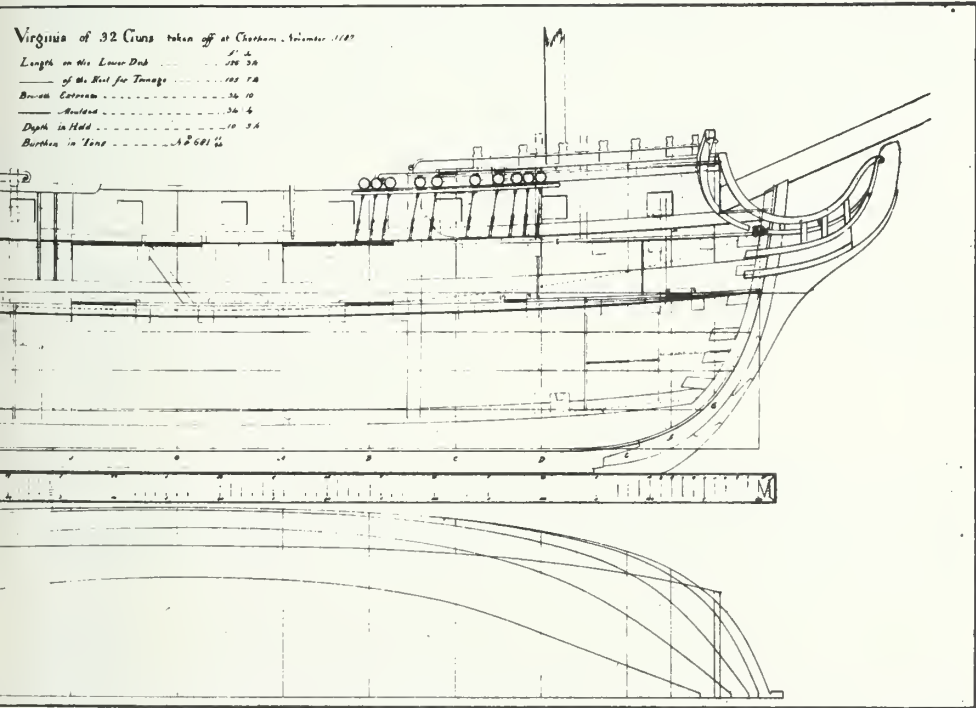
N.B. the day and Night Signals to be made with or without a Gun Meeting after Separation – those to windward shall Clew up their Main topsoil and Spread

QUARTER  
No. 2351  
DATE 23 May 1944  
BY J. H. S. J.  
ALICE WHITEHEAD



Virginia of 32 Guns taken off at Chatham, November 1782

Length on the Lower Deck	120 3/4
of the Keel for Tonnage	102 7/8
Breadth Extreme	36 10
Beveled	36 4
Depth in Hold	10 3/4
Burthen in Tons	1268 1/2



an Ensign on the Maintopmast Backstay from the Cross trees Downwards – and those to leeward shall answer by Clewing up their Fore Topsail and Spreading an Ensign on the Fore topmast Backstay.

3 Copies

1. Papers of John Paul Jones, 6510, LC.

CAPTAIN JOHN PAUL JONES TO LIEUTENANT JOHN PECK RATHBUN <sup>1</sup>

Sir

By J. P. J. &ca &ca

You are hereby appointed commander of our prize the Ship *John* and as she is Armed for War you are to keep company with me and observe and obey all future directions from me and all Signals made on board here

You receive herewith a copy of Signals for your Government and should we fall in with any of the Enemy's Ships of War you are to give me all possible Assistance. – Should you Unfortunately be Separated from the Squadron you are to proceed with all possible dispatch to the Most convenient port within the United States of America

I would Advise you to proceed through Nantucket Shoals to Rhode Island Your careful Attention to these things will Secure my regard and promote your own Intrest.

Given on board the Ship *Alfred*

Novr 25th 1776.

J. P. J.

To John P. Rathbun Esqr <sup>2</sup>

Commr of the Ship *John*

N B your station in the Squadron is at the distance of two or three Cables lengths from the *Alfreds* Starboard Quarter – and you are at no time to leave that Station Without Orders.

The day and Night Signals will be made with or without a Gun. – Meeting again after Separation – those to windward shall clew up their Main Topsail and spread an Ensign on the Main topmast Backstay from the Cross trees Downwards – and those to leeward shall Answer by Clewing up their Foretopsail and Spreading an Ensign on the fore topmast Backstay

1. Papers of John Paul Jones, 6511, LC.

2. Rathbun was a lieutenant in the Continental Navy. He served in the sloop *Providence* with Esek Hopkins' fleet, and was transferred to the *Alfred* October 20, 1776.

LIEUTENANT JOHN PECK RATHBUN TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

[On board the ship *John*]

Captn Jones Sir

Monday Novr the 25

As Your Orders By Leiut Hamilton <sup>2</sup> works Such An Afect upon the Captn and I Cant find that he any ways Encouraged the People to behave as they did but on the Contrary took a Cutlass from one of them <sup>3</sup> I would beg It as a favour

If Your Honr would Please to let him tarry On board as he is unwell Sir I have the Honr to Stile my Self Yr [ &c. ]

John P Rathbun

1. Papers of John Paul Jones, 6514, LC.
2. Marine Lieutenant William Hamilton, of the *Alfred*. "
3. Edward Watkins, master of the prize ship *John*.

CAPTAIN JOHN PAUL JONES TO LIEUTENANT PHILIP BROWN <sup>1</sup>

By J. P. J. &ca

Sir You herewith receive a General Copy of Signals for your Government as Commander of our prize the *Mellish*. – You are to observe my former directions and Your Station in the Squadron Shall now be on the *Alfred's* Starboard Quarter at the distance of two or three Cables lengths and You are hereby directed to continue in that Station and at no time to leave it without Orders Unless to prevent Eminent Danger.

Given on board the Ship *Alfred*

Novr 25 – 1776.

J. P. J.

To Philip Brown Esqr  
Commr of the Ship *Mellish*

1. Papers of John Paul Jones, 6513, LC.

MASTER'S LOG OF H. M. SLOOP *Hope* <sup>1</sup>

Remark's &ca on Mondy the 25th Novr 1776

- 11 [A. M.] Tack'd Seel Islands NWBW 2 Leags foggy Wr  
1 [P. M.] Fresh Breezes and Foggy, Wr Standing off & on, abreast of the Seel Islands, up T-Gallt yards, Saw a Sail, in the SE Qr Do Sail Chaced us at ½ past 4 Tack'd, & Stood to wards the Strange Sail, Came to Action, at 5 the Enemy made Sail from us; out all Reefs, Let T-G-Sails, and Stidding Sails, and Chac'd, and Kep Firing the Bow Chaces, at 7 the Chace Cal'd for Quarters, Sent the Boats with the Lieutenant and took the Prisoners out, Sent 22 of the Prisoners on bd the *Nancey*,<sup>2</sup> the Prize Proved to be *Independance* Rebel Brig of 14 Guns Six Prs and 10 four Pounder with 10 Swivels and two Couhorns with 95 Men Commanded by Simion Samson, out 5 Weeks from Plymouth, Had Kil'd by the Enemy Heugh Robison, Seman, wounded Wm Gregory Marine our M. Mast wounded in Several Places, Sails & Rigging much Tore Empd Splicing & Knoting the Rigging

1. PRO, Admiralty 52/1794.
2. The *Nancy* was a transport under convoy.

JOHN LANGDON TO WILLIAM WHIPPLE <sup>1</sup>

[Extract]

Portsmo Nov. 25th 1776

Iv'e not heard of the Guns from Connecticut, but have just heard that Mr Cushing has said that Mr Manly <sup>2</sup> is to have them Guns at Connecticut & that



he has sent a Man to take them if this should be so I shall think very hard of it we are suffered thus to be imposed on that tho' we have taken such pains to get Ready should be Obligated to lay all Summer & at last wait for Mr Manly who cannot be equipt for long time; pray look into this matter; I think the Intention is to carry this Ship round to Boston that every thing might be done there – I sent a Sloop up to Boston for Shott which are there, (for this Ship) but nobody would deliver any untill Manly is supplied therefore obliged to return without any . . .

I should be glad to be inform'd Immediately what I am to Charge Commission on Prizes and what on the other Business you'll consider that, I am early & Late, at Expende of Clerks my Warehouse like a Tavern,

Iv'e nothing to Inform you of this way The Privateer *McClary* sailed few Days since on a Cruize The Ship that Iv'e built for Moore & Co is called the *Portsmouth* therefore hope that [John] Roche's will be call'd the *Hampshire* unless we should have orders to build a large one in that case it will be best to keep the name for her I understand that some large ones are to be built pray let me have orders to cut Timber as soon as may be that we may not be behind Hand I see the Absolute Necessity of proper attention's being paid to the Resolves of Congress by the Friends of Freedom other wise our whole Machine goes Soure like the Edystone but nothing under Heaven's that I know off will prevent the Generality of Mankind looking after self in preference to anything on Earth – If the Honle Congress would send in their Resolves to the Respective States & order them to be carried into execution it would do stop Privateering untill the Publick are served with Men &c few such measures would be Salutory –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. Captain John Manley of the Continental frigate *Hancock*.

#### LIST OF BRITISH MERCHANT SHIPMASTERS AND SEAMEN IN SALEM <sup>1</sup>

Committee of Correspondence, Inspection and Safety

Salem November 25th 1776

Return of the Names of Prisoners, who are not Prisoners of War, and who have not entered on board any American armed vessel, – now in Salem —

William Pennock	Thomas Millar
John Bishop	John Bradford
John Fletcher	Thomas Badford
Richard Blyth	Gilbert Strachan
John Farrah	John Sylvin
Benjamin Burton	James Reed
[N]B the foregoing six persons are	William Parrot
all Masters of Vessells)	Aaron Prouden

John Jozer  
 Richard Moor  
 Joseph Harfield  
 Robert Harrison  
 Joseph Bran  
 Robert Ward  
 Benjamin Ripley  
 William Craven  
 John Towers  
 John Nicholson  
 Timothy William  
 James Grague  
 James Thompson  
 John Aiming  
 Robert Knox  
 Samuel White  
 Dennis Doyle

Henry Seton, a supercargo.  
 William McGill, a supercargo.  
 William Fitzpatrick  
 James Way  
     Groims  
 Joseph Pickworth  
 Ruskeen Kizer  
 John Robertson  
 Joseph Hoget  
 Thomas Wilcocks  
 Duncan McPherson  
 [(]this last mentioned Person is by  
   Trade a Dyer and is now at work at  
   his business with Archibald Murphy  
   of this Town where he is contented  
   to stay)

By order & in behalf of the Committee,  
     Tim. Pickering, junr. Chairman.  
 To the Honourable The Council  
     of the Massachusetts Bay

1. Mass. Arch., vol. 8, 245.

“PRISONERS SENT TO MARBLEHEAD TO GO IN THE CARTEL, NOVEMR  
 25TH 1776”<sup>1</sup>

Capt Lumsdell [Alexander Lumsdale] of the Ship <i>Hope</i> – prize	
Charles McCarthy	Do Carpenter
John Wilson –	Do Marriner
George Weir.	Masters Mate of the <i>Juno</i>
James White.	Mariner Ditto
Thomas Mckay –	Do
James Scott –	Do
Thomas Kidwell	Do
Peter Money	Marriner of the Prize <i>Queen of England</i>
Charles Castel	Marriner of the Prize Brig <i>Elizebeth</i>
Joseph Broadbridge	Marriner of Ditto
Henry Harding	Carpenter of the Prize Ship <i>Lively</i>

1. Mass. Arch., vol. 8, 189.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR<sup>1</sup>

Boston 25th Novr 1776. A.M.

Resolved that Mr [John] Brown be a Committee to purchase the Ship *Camden*, which is to be sold this day; and to offer £1,000: but if [i]t appears to him that she wou'd be cheap at £1,200, to go to that Sum: Also to offer 30/ P. Ct for bright Sugars.<sup>2</sup>

Adjourn'd 'till 4 o Clock P.M.

Att Jam<sup>s</sup> Swan Secy.

Boston 25th Novr 1776. pm.

Mr. Brown Reported, that the Ship *Camden*, was sold, higher than the Sum the Board limited him to. —

1. Mass. Arch., vol. 148, 10–11.

2. "On Monday next, 25th Instant, at XI o'Clock, Will be Sold by Public Vendue, on Tileston's Wharf, The Ship *Camden*, and her Cargo, Consisting of 140 Hogsheads of choice Sugars." *Independent Chronicle*, Boston, November 21, 1776. The *Camden* was the prize of Rhode Island privateer brig *Putnam*, Captain Christopher Whipple.

*Boston Gazette*, MONDAY, NOVEMBER 25, 1776

Boston, November 25.

Yesterday 7-night arrived at Marblehead, a prize Brig of about 120 tons burthen, laden with Salt, said to be from Lisbon; taken by the sloop *Polly* of Marblehead, lately commanded by Captain [Nathaniel] Leech, who had the misfortune to be washed overboard five days after he left Port, and was drowned.

Thursday last a Prize Brig, laden with Oats, bound for the Fleet and Army at New-York, was carried into Marblehead. We have not heard by whom she was taken.<sup>1</sup>

On Thursday next, the 28th of November, 1776, at Eleven o'Clock in the Morning, will be sold by public Auction on Richard Derby, Esq<sup>rs</sup>; Wharf in Salem,

The Snow *Jenny*, and Appurtenances; also the Brigantine *Sally* and Appurtenances, together with her Cargo, consisting of about 5000 Bushels of best English Bla[ck Oats] Also the Brigantine *Providence Success*, [consisti]ng of about 500 Barrels of choice Gottenburgh [herri]ngs.

Walter Price Bartlett, Auctioneer.

N.B. The Snow *Jenny*, and Brigantine *Sally*, are about 120 Tons Burthen each, and will be put up precisely at Twelve o Clock.

On Tuesday the 3d of December 1776, will be sold by public Auction on the Long-Wharf in Salem, precisely at Nine o'Clock, A. M.

The Schooner *Kitty and Nancy*, about Ninety Tons Burthen, Bermudas Built of Mahogany and Cedar, a prime Sailer, and well found. — Inventory of Stores to be seen at the Time and Place of Sale.

W. P. Bartlett, Auctioneer.

1. The *Charming Sally* taken by Captain John Clouston in the Massachusetts state brig *Freedom*.

GOVERNOR NICHOLAS COOKE TO ROBERT TREAT PAINE <sup>1</sup>

Sir

Providence November 25th 1776.

I am to acknowledge the Receipt of your Letter of the 22d of October last with the inclosed Resolve of Congress, <sup>2</sup> and to inform you that before it came to Hand myself with the other Owners of the Privateer who took the Ship bound to Quebec <sup>3</sup> being desirous that the Continent might have all the Goods in her which were necessary for the Army wrote to General Washington acquainting him with the Capture of the Ship and her Lading. In Consequence of which Brigadier General Mifflin appointed a Gentleman in this Town to purchase the abovementioned Goods who hath accordingly bought the Blankets being near Three Thousand, Three large Hogsheads of stout Shoes being the whole of that Article, and Three or Four Hogsheads of Camp-Kettles, and is now in Treaty for a large Quantity of coarse Cloths — Linens and Stockings for the same Purpose I am Sir [&c.]

Nich<sup>s</sup> Cooke

1. Robert Treat Paine Papers, MassHS.
2. Resolve of October 23 reads:

Congress being informed, that a vessel from London to Quebec, [loaden] with dry goods, among which are many blankets and coarse cloths, fit for soldier's clothing, was lately brought into the state of Rhode Island:

*Resolved*, That Governor Cooke be requested immediately to purchase, at continental expence, for the use of the army under General Washington's command, all the said blankets and coarse cloths; that the blankets be sent to General Washington, and the cloths made up, agreeable to the directions of Brigadier General Mifflin, quarter master general.

*Ordered*, That the Committee for Cloathing forward the above resolution to Governor Cooke, and acquaint General Washington and Brigadier General Mifflin therewith.

Ford, ed., *JCC*, VI, 897.

3. The ship *Thomas*, captured by the Rhode Island privateer sloop *Hawke*, Captain Arthur Crawford, *Providence Gazette*, October 12, 1776.

"MEMO OF SUNDRIES STORES PUT ON BOARD JOS. TILLINGHASTS BOAT." <sup>1</sup>

[Provid]ence	{Memo of Sundries Sent by Captn Joseph
Novr 25th	{Tillinghast for Ship <i>Warren</i> <sup>2</sup>
[1776]	10 Berrells of Beef
	10 Do of pork
	4 Do Flower —
	a quantity of hand Cuffs —
	a Do of Blocks Differant Sizs
	100 Pistole Belts —
	1 Berrell of Coffee 182 lb —
	1 Reame Cartradg Paper —
	2 Wood hand Pumps —
	1 Copper Do
	1 Do Bake pan
	1 Do Cran
	1 Do Cover for the Boiler
	4 pair Snuffers
	2 Iron top Mauls
	2 Do Addes [Adz] —
	3 Carpenters Broad Axes
	6 lb of Pepper —
	3 lb of tea and Cannister for Do
	2 Pair Bullett Moulds —
	1 Cabble out [of] Brig <i>Success</i> 120 fathem 9 Inch
	1 Do out [of] Ship <i>New Westmorland</i> 13½ Inch
	120 fathom —
	301 Six Pound Shott — from John Brown for <i>Warren</i>
	c qr lb
	Wt 14. 1. 7 a[nd] Sent in the Ships Boat by leiutt
	Marvel [Richard Marvin]
	3 Old Sails viz one large Mainsail 165 yards
	1 large Staysail 72 Do
	1 Topsail — 48
	—————
	285 yds @
	4 Wood Axes —
	8-6 lb of Grape from Iarbortory —
	3 Teirces of Pease for Ship <i>Columbus</i>
	1 Do Beens for Do
	2-6 lb Guns for Ship <i>Providence</i> D[elivere]d Tillinghast

1. Hopkins Papers, RIHS.

2. The Continental frigate.



COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gentlemen

Newport November 25th 1776 –

I receivd yours of October 23rd and have Order'd the *Cabot* round from Boston – the *Hamden* is nearly fitted – the new Ships and the *Columbus* are ready but not yet fully mann'd – if they are not mann'd when the *Cabot* arrives I believe I shall take the Officers and Men out of the *Columbus*, and attempt to put your Orders in Execution with all the dispatch in my power – Captn [Nathaniel] Falconer by whom this comes will be able to inform you more fully in respect to our Circumstances – Inclosed you have a Copy of Captn [John Paul] Jones's Letter which I receiv'd last Evening by Mr Walter Spooner the Master of the *Alfred* who arrived yesterday at Bedford in the *Active* Prize, I hope the Ship with Cloathing may arrive Safe as that will be of great advantage to the States by Supplying the Army – Mr Spooner informs that the Ship had some Quantity of Arms, and says he heard the Captain Say her Cargo was worth £60,000 Sterling –<sup>2</sup>

I think it will be necessary for you to Send Orders for the *Alfred* *Providence*, and *Columbus* if She should be left behind directing them how to be Employ'd – it may be best to direct them to the Care of my brother to forward them to whatever Port they may come intoo – I hope you will give some directions in respect to Supplying the Sailors out of the Prize Goods as they will not be able to do Duty well in the Winter without and it is with difficulty we are able to Supply them with any –

I have not been able to find a Small Vessel fit for a Tender and think of making use of the *Hamden* for that purpose – I am with great Regard Gentlemen [&c.]

E H –

To the hon. John Hancock Esqr  
President of the Marine Committee  
at Philadelphia  
p Capt Falconer –

1. Hopkins Letter Book, RIHS.

2. Ship *Mellish*.

COMMODORE ESEK HOPKINS TO LEONARD JARVIS <sup>1</sup>

Sir

Newport, November 25th 1776 –

I receiv'd yours by Mr [Walter] Spooner, and am to inform you that it will be for the Publick Good and agreeable to the Orders of the Marine Committee, that you keep all the Cloathing, and other Things that are fit for the use of the Army or Navy untill you receive further Orders – the Anchors, Coal and indeed every thing that will be wanted by the Publick Should not be Sold –

You will please to Send me as soon as possible a Copy of the Invoice of the Brigantine *Actives* Cargo as there may be Some things that are very much wanted by the Fleet now near ready to Sail – In behalf of the Officers and People

of the Navy I now desire you to take Care of their part of the several Prizes under your Care untill we Send for the Same – I am with Esteem Sir [&c.]

E H Cr in Chief

To Mr Leonard Jarvis

depy Agent for the Contl Fleet at Dartmouth –

1. Hopkins Letter Book, RIHS.

LIST OF STORES ON BOARD THE CONNECTICUT SHIP *Oliver Cromwell*<sup>1</sup>

An account of Stores on board Ship *Oliver Cromwell*

A Quantity of Pigg Iron called 60 Tuns –

89 Casks Water containing 12554 galls –

57 Bbls Beef –

49 do. Pork

111 . . 1 . . 5 Wt of Bread

3 bbls flour containing 5 l . . 2 . . –

3½ Bushells pees –

1 Bushell beans –

Quantity Cheese 2000 Wt –

411 wt Butter

120 hand Cuffs

50 Shackles

75 Lancets

20 Cannon & tackle

9 Swivels & do –

16 Cord Wood

1 Grind Stone

1 Hand Saw

1 Iron Square

2 Gimblets

2 broad Axes

2 Adds

2 Gouges

2 do –

2 files

4 Chisels

1 Calking Iron & Mallet

2 drawing knives

2 fore planes

2 do. bot by Capt [Ephraim]  
Bill.

2 doz Brooms bot by M[ichael]  
M[elally]

2 speaking trumpets

6 pad locks

8 Cabbin Cheers

1 Caboose Kettle ladles }  
and tormentors – }

A Quantity of small Crocky Ware

2 Gridd Irons –

2 Water pots

1 Stove

1 small Caboose

6 scanes Marlen

4 pr Granes

5 tressing lines

1 scane twine

8 logg lines

2 deep sea lines

6 leads from 65 to 6

4 scrubbing Brushes

1 Cagg Lamblack

9 serving Mallets

81 Hammocks

Quantity of staples to Sling Hammocks

738 Wt Lead for Musket Ball

Quantity of Cannon Balls to the  
Amount of 15 l or thereabouts

Quantity of Swivel Ball

Ships Bell –

71 Muskets

Powder

533 wt Lead –

205 wt do Ball

5 pr Pistols

Cutlasses Simmitres & hangrs

1050 Gun flints –

24 Catridge boxes –

Quantity 2 sides of leather for use of  
Ship

16 Blunder bushes [sic]

1 Barrel Tarr

4 Hammers

2 dozn Lanthorns

2 Harniss tubbs

[Page 2]

13 dz Lanthorn's  
 24 Barge Oars  
 24½ Bushl Beans & Pees  
 21600 Bunches Onions  
 25 3/4 Bushll Beets  
 7 Bbbs Vinegar  
 1 Barrel Sammon  
 [illegible] wt spare Nails  
 1065 gallons Jamaica Spirits

3 Bbbs Sugar 7 l . . 2 gr . . –  
 187 Wt Sugar partly used  
 30 Bushell Beans from Doctr  
 Elderkin  
 1 Medicine Chest as pr Invoice  
 83 Cheeses were put on board  
 Capt [William] Coit Supposes  
 Capt [Seth] Harding Recd 72 –  
 64 l: 2: 11 lt Shot Mr Shaw pd freight  
 for

The Ship *Oliver Cromwell*  
 25th of Novr 1776

1. Conn. Arch., 1st Series, IX, 151–151b, ConnSL.

VICE ADMIRAL RICHARD LORD HOWE TO VICE ADMIRAL  
 MOLYNEUX SHULDHAM <sup>1</sup>

My Lord

*Eagle* off New York Novr 25th 1776 –

Being directed by the Lords Commissioners of the Admiralty pursuant to the Kings pleasure signified by letter from Lord George Germain, one of His Majesty's principal Secretary's of State, dated the 16th of last August, to inquire into the truth of the Facts there stated, with relation to the Capture of two Transports carried into Boston, as represented in General Howe's Letter of the 7th of the preceding Month; Whereby a Disposition of the Ships of War under your Lordships command transmitted it appears, that His Majesty's Ships the *Renown* and *Milford*, and the armed Vessels the *Hope* and *Halifax* were then stationed in Boston Bay; And also to inquire into the Reasons which so long operated to prevent the stationing of a small squadron of His Majesty's Ships in the Delaware, as directed by their Lordships Order of the 6th of July 1775; & into the motives which induced the removal of the *Roebuck* and *Liverpool* from that River, when at length it had been thought fit to station them there. And being further charged to report to their Lordships for his Majesty's information, the Result of my appointed enquiries in those several respects; I send your Lordship herewith a Copy of the said letter of the 16th of August from the Secretary of State; And am to request you will please to communicate to me, such further lights on those matters in addition to the Copies of your Orders to and Correspondence with the Captains of the Ships before named delivered soon after my Arrival in this port, as you conceive may be conducive to the purpose of the Kings commands signified to their Lordships as in that Letter expressed. I have the Honor [&c.]

Howe

To The Rt Honble Lord Shuldham

Vice Admiral of the Blue &ca &ca &ca

1. Hamond, Orders issued, 1776–1777, UVL.

PAY ROLL OF A COMPANY OF MARINES ON BOARD THE CONTINENTAL GALLEY *Trumbull*<sup>1</sup>

A pay abstract of a company of Marines on Board the *Trumbull* Galley Commanded by Capt. Seth Warner Taken from the Regimts of Col Willards, Knox, Brewer, Motts, Whitcoms & Woodbridges Commencing On the day of their entering on bord Sd Galley and ending the 25 day of November 1776.

Names of Officers and Number of Seamen & Mareens	Time when entered on pay.	When left the Service and for What Reason	Number of days in Service	Wages pr Mo as they Sever- ally drew in the Regts. to which they be- longed	Wages pr Mo in the Naval Service	The balance due pr Mo for Service on board Sd Galley	Balance due
Ebenezer Bass l. Lt.	Sep. 23.	Dischd fm the Gally Nov. 25.	62	£5.8.0	6.0	12/	£1..4..9½
Zephian Fuller Master	do	Dischd ditto	62	2.4.	6.0	3.16	7.17..0
Benoni Simmons Gunr	13	wounded & in Hospl	72	2.5	4.10	2.5	5..8..0
Joshua Green Gunrs Mate	13	dischd	72	2.8.	3.0	.12	1..8..9½
Gideon Ball Cook	9	ditto	76	2.0.	3.12	1.12	4..1..0
Otis Southworth Coxwn	9	ditto	76	2.0.	2.14	14	1.15..5½

20 Mareens & Seamen	12	ditto	25	73	2.0.	2.8	8/	19.19..2
1. ditto	9	ditto	25	76	2.0.	2.8	8/	1..0..3
1 ditto	22	ditto	25	63	2.0.	2.8	8/	16..9
2 ditto	24	ditto	25	61	2.0.	2.8	8/	1.12..6
2 ditto	26	ditto	25	59	2.0.	2.8	8/	1.11..6
1 ditto	25	ditto	25	60	2.0.	2.8	8/	16..-
3 ditto	30	ditto	25	56	2.0.	2.8	8/	2..4.11
Robert Atkinson Pilot	26	ditto	25	59	0	4.0.0	—	7.13..3
6 Mareens	25	ditto	Nov. 19	24	2.0	2.8	8/	1.18..4½
1 ditto	8	ditto	Oct. 15	37	2.0	2.8	8/	.9.10
1. ditto	12	died	Oct. 12	30	2.0	2.8	8/	8..-
3 ditto	12	dischd	Oct. 24	42	2.0	2.8	8/	1.13..7
2 ditto	25	Dischd	Nov. 13	48	2.0	2.8	8/	1..5..7
1 ditto	25	do	do 19	54	2.0	2.8	8/	14..4½
1 ditto	12	do	Oct. 25	43	2.0	2.8	8/	11..5½
1 ditto	22	do	Oct. 15	23	2.0	2.8	8/	* 6..1½
2. ditto	12	do	do 21	39	2.0	2.8	8/	1..0..6
1. ditto	12	do	Nov. 13	61	2.0	2.8	8/	16..3
2 ditto	12	do	Oct. 17	35	2.0	2.8	8/	18..6
1 ditto	12	died	Oct. 12	30	2.0	2.8	8/	8.0
								£68..5..4½

[Endorsed]

This may certify that the foregoing is true copy of an original paper lodged on the Files of this Office given under my hand & seal at the pay Office in New York this 3d day of March 1787

Jn<sup>o</sup> Pierce PMG & Comiser of  
Army Accounts

I do Certify the above pay Roll  
is Just and true. —  
Seth Warner Cap

1. Conn. Arch., 1st Series, VI, 156, ConnSL.





[illegible]

1. Conn. Arch., 1st Series, VI, 157a, ConnSL.

I do Certify the above pay Roll is Just and true

Seth Warner Capt

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE SIR PETER PARKER,  
H. M. S. *Chatham* <sup>1</sup>

Copy

Whereas from the lateness of the Season it has been thought unadvisable to put to Sea with the whole number of Transports appointed for the Service expressed in your Instructions of the 23d Instant; And the separating of them into two Divisions being deemed inexpedient for the purpose of their Destination: You are therefore at Liberty, notwithstanding the Tenor of those Instructions, to make such Disposition of the several Ships of War and Transports under your Command, as, upon consulting and advising with the Lieutenant General, You shall find most convenient; so that the whole of the Transports (the *Grand Duke of Russia* excepted) may pass through the Sound under the Conduct of Commodore Hotham, with such Frigates of your Squadron as you shall appropriate for that Part of the Service. Being to proceed yourself with the rest of the Ships of War, and the Transport last named, by Sandy Hook and to the Southward of Long Island; Thence to join the other Transports conducted as aforesaid, at such Rendezvous as, with the Concurrence of the Lieutenant General, You shall see fit to appoint.

Given onboard His Majesty's Ship the *Eagle* off New York the 25th day of November 1776.

Howe.

By Command of the Vice Admiral Jos: Davies.  
[Endorsed] In Lord Howe's Letter 25 Novr 1776

1. PRO, Admiralty 1/487.

VICE ADMIRAL MOLYNEAUX SHULDHAM TO VICE ADMIRAL RICHARD  
LORD HOWE <sup>1</sup>

(Copy)

My Lord

*Bristol* off New York 25th Novemr 1776.

I have the honor of Your Lordships Letter of this date, accompanying a Copy of One from Lord George Germain One of His Majesty's Principal Secretaries of State, dated the 16th of last August to the Lords Commissioners of the Admiralty and in answer to that from Your Lordship, I have the honor of acquainting You that I shall immediately write to Captain Banks of the *Renown*, to furnish me with Copies of the Orders issued by him to the Ships and Vessels put under his Command, upon my quitting the Harbour of Boston, as also to Captain Hamond to furnish me with the motives which induced him to remove the *Roebuck* and *Liverpool* from the River Delaware, where they were Stationed, and afterwards re-inforced by the *Fowey*, *Orpheus*, *Glasgow* and *Kings-fisher* Sloop, as soon as I could possibly draw those Ships from the different Services on which they were employed, and get them ready to send there, after the departure of Vice Admiral Graves on the 2nd of last February, and the Command of His Majesty's Fleet devolving upon me, all which shall be transmitted to Your Lordship as soon as I receive the reports from those Officers, together with Extracts of some of my Letters to the Secretary of the Admiralty, in obedience to Your Lordships Commands that I should communicate to You such further lights on the subject

of those Matters contained in Your Lordship's Letter, in addition to the Copies of my Orders to, and Correspondence with the Captains of those Ships before-named, which I had the honor to deliver to Your Lordship soon after your Arrival at this Port. I have the honor to be My Lord Your Lordships [&c.]

Shuldham

1. PRO, Admiralty 1/487.

*New-York Gazette*, MONDAY, NOVEMBER 25, 1776

New-York, November 25.

On Tuesday last the *Solebay*, having under Convoy a Number of Merchant-men and Transports, with the 6th Regiment on board from St. Vincent's, arrived safe in the Harbour. The *Solebay* spoke with the *Active* and *Fowey* off Nan-tucket Shoals, with the large Fleet of Transports under their Convoy; all well, and the Wind fair.

The *Raven*, Capt. Standope [John Stanhope], and the *Cherokee* Armed Vessel, arrived here from the Southward on Thursday [November 21], and brought in several Prizes.

Since our last arrived here from London, in nine Weeks, the *Mermaid* Frigate, James Houker [Hawker], Esq; Commander, with about twenty Sail of Victuallers under her Convoy. A few Days since off Delaware, Captain Houker spoke with the *Dauphne* and *Orpheus* Frigates, who then had four Prizes in Company, and were in Chase of two others. — The *Mermaid* took a Schooner from Baltimore for the West-Indies, loaded with Provisions, and brought her into this Port.

In one of the above Ships came Passenger, Samuel Kemble, Esq; Naval Officer for this Port.

The *Syren* Frigate is come into Harbour, having lost her Foremast, in chasing a Rebel Privateer in a brisk Gale of Wind. She left the *Perseus* and *Merlin* in Chase of two others, and it is supposed they must have come up with them, as they appeared to gain upon them very fast, while in Sight of the *Syren*.

#### DIARY OF DR. THOMAS MOFFAT <sup>1</sup>

[On board H. M. Sloop *Swan* at Sandy Hook]

Monday Novr 25 passd up AM the *Perseus* with a retaken Ship &c PM passd up the *Galetea* with a retaken Brig and two prize sloops

1. Thomas Moffat's Diary, LC.

#### JOURNAL OF H. M. S. *Orpheus*, CAPTAIN CHARLES HUDSON <sup>1</sup>

November 1776	The High Land of Never Sunk NNW 2 or 3 leagues
Sunday 24th	at 8 AM Spoke two armed Vessels from New York. Fresh breezes and Cloudy Wr sent the Prizes into New York with the two Armed Vessels got down Top Gallt Yards.
Monday 25th	AM Exercis'd Small Arms. at 11 Spoke His Majesty's Ship <i>Galatea</i> . Fresh breezes and hazey Wr latter part drizzling Rain.

PM at one Sent ten prisoners onboard of the *Galatea*. at 5  
handed the Fore and Mizen Top Sails lost a Log and two  
Lines

1. PRO, Admiralty 51/650.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Philad'a, Novem'r 25th, 1776.

Mr. Towers was directed to deliver the Marine Committee of Congress 800 Swivel Shot, taking a receipt.

Mr. Nesbitt to pay Henry Litman £55 6 2, for Iron Work for Fire Rafts.

Mr. Nesbitt was directed to pay an order drawn by Vanbibber & Usher, of Baltimore, for £805 0 0, in favor of Mr. John Mease, for Freight of 23,000 lbs. of Gun Powder from St. Martins' to Baltimore, & now in the Warehouse of Isaac Vanbibber at that place.

1. *Pennsylvania Colonial Records*, XI, 14, 15.

#### CAPTAIN JOHN MARTIN TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentlemen

Baltimore November 25th 1776

I Received yours of the 21st and as you Did Not write me Concerning the Sailors wages I thought it my Duty to acquaint your Honr board that the few vessels Now fitting out in this place Gives from 11. to 12 £ pr month for Common hands, and officers Wages is what they please to ask, mates has 15 £ pr month as I Shall have but a few Seamen this passage I think it ~~be~~ Requesit to have an officer of merines it is much wanting in a harbour, and at Sea they Serve to Work the Guns – If you think it proper, I Shall be glad Mr Bond may have the preference –

I Cant Ship a Sailor for want of articles and then as I agree with them I can make them Sign and be on the Sure Side –

When I git the articles I Can git men in Great plenty by telling them I Shall have a Commission, & I hope as I had the promise Last voyage, & as I Sail for lowe wages and Refused good offers in vessels that have made fortunes, this voyage I hope according to promise to have a commission and Doe Sum good for my Self & Country Capt [William] Stone Came the 18th instant with the Balef and a parcel of men, to take the Brig But I Defended hir With 4 men & Still keep presesion, though the Sheriff putt his hand on the Side & Said he Deliver'd hir as Capt Stones property & Sum thing Strange that a man to Deliver a thing he Cant git presesion off I am Gentlemen [&c.]

John Martin

1. Red Book, XVI, Md. Arch.

#### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Monday 25th November 1776

Samuel Towles is Recommended to his Excellency the Governour and the honble the Council as a proper Person to take the Command of the Schooner



*Revenge* lately commanded by Capt [William] Deane who is appointed to superintend the Building of the two Gallies on Mattapony River –

Capt Towles Recd his Orders for making a Voiage to Martinique which is Ordered to be Recorded

Lieut Thomas Merriwether is Recommended to his excellency the Governor and the honble the Council as a proper Person to take the Command of Capt William Mitchells Company of Marines who hath Resigned his Commission –

Edmund Morton is Recommended to his Excellency the Governour and the honble the Council as a proper Person to be appointed first Lieut of the Schooner *Revenge* in the room of Lt Aaron Jeffery's who is appointed to the Command of the Sloop *Liberty* –

John Shields is Recommended to his Excellency the Governor and Honble the Council as a proper Person to be appointed first Lieutenant of Marines in the room of Thomas Merriwether who is appointed Capt of the Company of Marines lately Commanded by William Mitchell. –

1. Navy Board Journal, 116–17, VSL.

#### JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston]

Monday 25th Novemr. 1776

Mr. Alexander Horn having represented to the Board that the Multiplicity of Business he is engaged in prevents his paying due attention to the Public Boats Committed to his care he therefore requests the Board will accept his resignation –

The Board accordingly accepted Mr. Horns resignation – Resolved That Mr. McCulley Righten be appointed Public Boat Keeper –

The following Letter was wrote to Mr. Alexr. Horn  
Sir

You are desired by the Commissioners of the Navy to deliver to Mr McCulley Righten all the Boats belonging to the Public of So Carolina in your Charge, together with the Oars, Rudders, &c., And as soon as possible bring in your account to the Commissioners

Edward Blake

November 25th 1776 –

The Following Letter was wrote to Mr. McCulley Righten  
Sir/

The Commissioners of the Navy have appointed you Boat Keeper in the Room of Mr. Alexr Horn and desire that you will have all the Public Boats put in good repair and Provided with good Oars, Rudders, and Tillers, as soon as possible. Also to have the Flood gate Cleared of stones &c. and all the Boats removed and kept within the Flood gate –  
November 25th 1776

Edward Blake first Commissioner

The following Letter was wrote to Clement Lempriere Esq.  
Sir.

Navy Board 25th Novemr. 1776 –

The Board of Commissioners Accept your proposal for the Building of a Row Galley Vizt to pay you Three pounds Ten Shillings Sterling

P Ton, the Measurement to be the Length Multiplied by the Breadth and half Breadth & request you finish the same with all possible Dispatch I am &c—

Edward Blake first Commissioner

1. Salley, ed., *South Carolina Navy Board*, 26–27.

VICE ADMIRAL CLARK GAYTON TO GOVERNOR PETER CHESTER <sup>1</sup>

Sir.

*Antelope* Jamaica, November 25th, 1776

The 13th instant by the *Comet* Packet, I had the Honor of Receiving a Duplicate of your Letter of the 14th Sept<sup>r</sup> last, acquainting me of your having great reason to believe the Rebels had an Intention of Invading West Florida and Requesting that I would send to Pensacola with all Convenient Speed, Such part of my Squad[r]on as could be Spared from the Jamaica Station

In answer to which I beg leave to inform your Excellency that I am extreem Sorry tis not in my power to send you any other Reinforcement than the *Atalanta* a Sloop of 14 Guns & 125 men who is to relieve the *Badger* and remain for your protection and Safety, my Lords Commissioners of the Admiralty having recommended to me the Island of Jamaica as my First object & Care, since which I have received letters from them informing me that the American Continental Congress will have at Sea Twenty two Frigates from 44 to 20 Guns in the Course of this Winter who are to Cruise in Squadrons and range about the West India Islands Signyfing to me their directions to use my best endeavours, either to take or destroy such of the said Frigates as might appear within the Limits of my Station, to perform which Service and the other necessary ones of this Station I shall only have a 50 Gun ship (where my Flag is flying) and two Frigates one of 32 and the other of 28 Guns, after the sailing of the next Convoy; having sent a 20 Gun ship home with the last, and positive orders to send a Frigate with the next, should I have a reinforcement from England and hear west Florida is in Actual Danger, your Excellency may depend I will Immediately send such part of it as can be spared for Your Relief, By the last Packet I Transmitted to the admiralty for their Lordships Information an Extract of your Excellencys Letter As the Province Sloop you mention to have sent your Express by is not arrived, I am afraid she has fell into the Hands of the Rebels. Captain [Thomas] Lloyd <sup>2</sup> has with him two Ships which arrived here the 7th Instant for a Convoy to Pensacola, they are loaded with the Indian presents, and are well Arm'd, having an Ensign and Seventeen Private men on board of each belonging to the 6th Regiment by way of Guard, they tell me you may soon Expect Recruits for the 16th Regiment I am with great respect Sir [&c.]

Clark Gayton

1. PRO, Colonial Office, 5/634, Part II, 443–44, LC Photocopy.

2. Lloyd commanded H. M. Sloop *Atalanta*.

BARON DE COURCY TO COUNT D'ARGOUT <sup>1</sup>

Copy

St. Pierre, 25 Novr 1776.

General, I have the honor to send you an account of a special event which took place yesterday along the coast. I have already told you, General, that two

English merchants recommended by M. [Thomas] Shirley, Governor of Dominica had come here from that island. These two gentlemen came here in a truce ship on a mission for the English Government and were therefore welcome. Wishing to return to their island, they departed yesterday on board the same cartel ship under the same guarantee. A small privateer from New England, lying at anchor, watched them and got under way in order to follow them. These were making sail along the coast without any suspicion when the privateer closed on them and seized them leeward of the Perle. After capturing the truce vessel, they robbed the Captain and the whole crew of their last shirt. Then, they took the two Negroes belonging to the passenger merchants and put everyone ashore at the Precheur, keeping the vessel and the Negroes. The two merchants report that they were then only one league from shore, and complain that they were captured while under the protection of the island. I had M. [William] Bingham informed and he agrees that the Privateer's insult is most flagrant; he said that he was going to write to Congress about it to demand justice and the restitution of the vessel and the two Negroes. Should this small Privateer return here, I beg you, General, to let me know if I should place it in M. Bingham's custody and leave to him the right to exercise any justice he will deem proper with regard to us and to the merchants recommended by M. Shirley, or if I should put him under arrest on my own authority. Messrs. Bingham and Arrison [Richard Harrison] are quite disturbed by the conduct of this privateer captain and speak of him as a man who should be demoted. I am &c. Potier de Courcy

1. AN, Marine, B<sup>7</sup>, 458, 50, LC Photocopy. Baron Potier de Courcy was deputy commandant at St. Pierre.

## 26 Nov.

COMMODORE MARIOT ARBUTHNOT TO LORD GEORGE GERMAIN <sup>1</sup>

[Extract]

I had received information of this business,<sup>2</sup> before it happened, which principally occasioned my letter to Genl Howe a Copy of which & Mr Franklins [Michael Francklin] (who cannot sufficiently be applauded for his Zeal) will give your Lordship all most the whole of what we are doing in Consequence of those horrid pursuites of those People, except that General Massey has Added 1 Company of Grenadiers of the Royal Emigrants, one hundred Men & Marched them Yesterd[ay] to Windsor to reinforce the others allready at that place to Embark for Fort Cumberland, which with what Force can be landed, from the *Vulture*, sent upon this occasion by Sir Geo Collier at my requisition allso the *Albany* & *Diligent* Armed Brigantine Likewise sent prior to this at my request to Guard the Rivers Kenebec &c. I hope all together, a force – full sufficient to drive those Banditty to their holes – as the only means to secure our quiet this winter, there cannot be the smallest doubt about our success Unless the Rebels in the eastern part of New England can afford them more Succour than I think they have power to Effect.

However, as we have in the harbour one forty Gun Ship, three Frigates, I have wrote to Capt. [Maximilian] Jacobs, of the *Amason*, Requesting him to Land his

Marines as he is going to head Quarters, I have likewise requested the same by letter to Sir George Collier, to order the Ships Under his Comand to do the like, as well as himself, this I think when complied with will make a reinforcement of near 150 rank & file, beside recruits which came out in the *Pembroke* 120 & other people left behind General Massey has now detained upon this Occasion, I should think will amount to near 200 more, so that I am in no pain about this place from any thing but fire, and that nothing may be Omitted I have caused the Gentlemen of the Town to mount every night with 20 Men to patrol the streets in addition to the Military, in short my Lord, as farr as my faculties can assist me, no pains shall be spared, to defeat the privat[e] Machinations of those detestable Men; And I am sure General Massey will do the same.

I shall conclude this long letter with Acquainting you that the variety of services which the Kings Ships have been called upon to perform has put it out of Lord Howes power to give that protection to this province which otherwise I well know he would; Our Coasts have been infested with small piratical Rebels who have entered Our defenceless harbours, and done much Mischief to the Fishery & Shipping, some of Which they have carried away, & many others they have burned, but since the Landing of the Kings Troops on long Island we are well protected, but I have been obliged to purchase a small Armed Vessel of 8 Carriage & 10 Swyvel Guns, Maned with forty People for the Convoying the Coasting Vessels, &c, at the expence of about 260 pounds, which I shall draw for & will be the only expence attending this business Permit me my Lord to Offer my Congratulations On the success which his Majesties Arms has Obtained over the Rebel Vessels on Lake Champlain who are totaly defeated on the 11th & 13th of October past, the particulars of which arrived at this place in a Transport after a passage of 19 days from Quebec bound to head Quarters; last night. . . . Halifax Novr the [26]<sup>3</sup>

1. PRO, Colonial Office, 217/52, 316-24, DAC Photocopy.

2. Attack on Fort Cumberland.

3. Date is arrived at from data in a second letter written by Arbuthnot on "the 26th," PRO, Colonial Office, 217/52, 330-31, DAC Photocopy.

THOMAS STONE, COMMISSARY OF PRISONERS, TO THE MASSACHUSETTS  
COUNCIL<sup>1</sup>

Gentlemen

Marblehead Novr 26th 1776

Among the Prisoners that I brought to this place were two belonging to Rhode Island or Connecticut - Ezekl Burrough's second Lieut of the *Columbus* & Jno Earl Master of the *Alfred* both having Continental Commissions I propos'd to the Gentlemen of the Committee appointed by you to settle the Exchange of Prisoners (on my first Meeting at Water Town) to Exchange Lieut Burroughs for Lieut Edward Sneyd of his Majesties Navy Prisoner of War in one of the above named Colonies; the Gentr at that time acquainted me that it was out of their power to treat for him he being Prisoner in another Colony but that they would send and endeavour to procure him. Since which Govr Cooke of Rhode Island has sent round to me two Masters of Transports who I by no means look upon as an adequate Exchange for the Continental Officers



above Named. I am however willing to accept of one [of] them in Lieu of Mr Earl but can by no means Think of accepting the other in Exchange for Lieut Burroughs – I shall therefore esteem it a favour if you would desire the Gentn of the Committee appointed to settle the Exchange of Prisoners to acquaint Govr Cooke of his Mistake & endeavour to procure the Release of Lieut Sneyd, as I should think it extremely hard he being so very near should be exempted from the Benefit of the present Exchange of Prisoners I am Gentlemen [&c.]

Thos Stone Commy

1. Mass. Arch., vol. 8, 103.

# JOHN BRADFORD TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Extract]

Boston Novr 26 1776

Gentlemen Since my last under the 15 Instant <sup>2</sup> I have been at Salem and have made a strict scrutiny into the affair of the Sloop *James* Capt Gillis late master and find that the owners of the privateer wch retook her <sup>3</sup> did not know she was fitted on account of the Continent, the letter which you supposed to be wrote by the Salem Committee to Eddington <sup>4</sup> was wrote by the owners, a state of the Case I now inclose you which on examination I find to be real facts The Sloop will be sold to morrow at Auction and I have wrote to one of the owners to purchase her if she goes off at £ 120 Sterling she is not worth more than £ 170 being a small Sloop & badly equip'd, I shall be glad to receive your orders relative to the improvement of the Sloop in future if she should be bought for the Continent. – Wou'd it not be worth attention to send her to Eddington for a Load of Naval stores, tar is 42/ pr Barrell, we are in continual want for the Navy. –

I this moment receiv'd advice from Dartmouth of the arrival of a Brig <sup>5</sup> with provisions &c sent in by the *Alfred*, who had taken a Ship of the same fleet which consisted of six sail from England bound for Quebeck, she has on board three thousand stand of Arms three thousand suits of Soldiers cloathing besides many Military Implements – Capt Jones of the *Alfred* writes that the Brig was the last of the fleet which was not taken who took the other four he does not mention, the Brig left the ship ten days since – I hope to have the pleasure of congratulating you in my next on her arrival.

1. John Bradford Letter Book, vol. 1, LC.

2. John Bradford Letter Book vol. 1, LC.

3. Jacob Ashton and Joseph Sprague of Salem, owners of the Massachusetts privateer sloop *Rover*.

4. Edenton, North Carolina.

5. Brigantine *Active*.

## MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 26t Novr 1776. A.M.

Mr [Jonathan Loring] Austin, return'd to Town, waited on the Board, and Accepted of his appointment of Secretary. –

Resolv'd that Capt Eleazr Johnson purchase the Ship *George* at £ 1,000 – including her Cable or at £ 800 without <sup>2</sup> –

Resolv'd that the Secretary to this Board be allowed Ten pounds Lawfull Money



P Month; he took the Oath of Office accordingly, wch is filed, agreeable to Order of Court & Adjourn'd 'till 4 o'Clock P M —

1. Mass. Arch., vol. 148, 11–12.

2. "On Tuesday, the 26th of November, Instant, at One o'Clock, Will be Sold at the Bunch of Grapes Tavern, Congress Street, The Prize Ship *George*, burthen about 260 Tons, now laying at the Hon. John Hancock, Esqrs. Wharf, a fine Ship, extremely well fitted with Sails and Rigging, a fast sailing Vessel, Inventory of Stores to be seen at the Time and Place of Sale," *Independent Chronicle*, Boston, November 21, 1776. The *George* was taken by the Massachusetts privateer schooner *Boston*, Captain Silas Atkins.

WILLIAM ROTCH TO NICHOLAS BROWN <sup>1</sup>

Respected Friend

Nantucket 11th Mo 26th 1776

Nicholas Brown

I am very sorry to be under the disagreeable necessity of making a second complaint to you of the unjust conduct of one of your Privateers, but as this comes nearer to your door than my former information (if I am rightly inform'd of you being one of the owners) I shall do it with more freedom, & with greater expectations from necessity of your exerting every faculty, that may conduce to the extermination of such atrocious Villany; our Harbour has been frequently infested with a small Sloop, her name I know not, but she is known here by the Name of the *Willfull Murther*, an appellation not very unbecoming the carrecteristick of her crew; of the Commander & Company of this Vessell I have now to Complain, & shall begin the subject at its source & endeavour to trace it to the present Day. The Schooner *Nightingale* own'd intirely by Inhabitants of this place, was hired by Timothy Folger to send to the West Indias; of the Risque & Charter of this Vessell I took about three Quarters, she went to the Mole, (where likewise Folger went in another Vessell) and finding this Vessell unfit to return here without some New Sails, & not a ps of Duck to be got at the Mole, determin'd him to try an Expedient to supply himself elsewhere (though in the end it proved a very expencive one) accordingly having nothing but Oil on board, went under the appearance of a Whaleman towards Jamaica, & near that place was taken by a Ship of War,<sup>2</sup> the Vessell & Cargo tried condemn'd & Sold, in which we lost with the Expences Three Thousand Dollars, he then bought the Vessell at a high price for the hirers, proceeded to the Mole, loaded her with Molasses, intirely on our (the first hirers) Account, arriv'd at this place Yesterday, abt 11 or 12 O'Clock, the Privateer came in the same time in the last Night, & this Day about 11 or 12 O'Clock, the Commander with his Company in a Ruffain like manner took possession of Vessell & Cargo, with Swords & guns, & Still keeps them, notwithstanding I think we have fully proved, by the declaration of several Passengers as well as of ourselves, that are concer'd whose words I believe whould have satisfied any honest Man that the whole Cargo was taken in at the Mole, & that the Vessell & Cargo is intirely the property of the Inhabitants of this place; which I now declare to you to be the case and that no person directly or indirectly other than the Inhabitants of this place are concern'd therein, & that without the least Collusion of any kind, besides she had been along side the Wharf about Twenty Four Hours, her Sails unbent & part of her Cargo out, & discharging the remainder as fast as we could. —

I am not about to beg for my interest, but only to ask for impartial justice, & if you are still an Owner I desire you would see that justice takes place, for at present I cannot apprehend you can acquiesce in such conduct, nor be partaker of the Spoils of such wicked plunderers. If you are not concern'd, I intreat you to interpose & assist us in justly wresting our Intrest from the hands of such wicked Men. And if you are concern'd in the Privateering business, I beg you to consider the consequences of it, & how often honest Men are depriv'd of their Rights; it is not sufficient in my opinion to say that the innocent must suffer with the guilty; however Wise Providence may permit such things to fall upon the innocent, what reward thinkest you, those have who are the instruments of their Sufferings? I intreat you, & that from pure good will, to let the consideration of those things pass over your mind, & endeavour to bring to your View the cries of innocent parents & their tender Offspring, perhaps for the want of Bread, for the reality of this let any man cast his Eyes on some parts of Nova Scotia Government, where the Calamitous situation of some of our real friends & Country men that are settld there, brot on them by the Destruction from privateers, must be a very moving scene to a mind susceptible of but a small degree of Humanity. I really believe I have seen you seeking better things, & wish still to see you pursuing such. –

28th – we have this Day made Capn Symonds<sup>3</sup> an offer that if he would deliver up Vessell & Cargo that she might be unloaded, as the Molasses is in a very leaky Condition, we would give bonds & also produced four good Bondsmen, & presented him with them, that if the Vessell was Libel'd & condemn'd we would give up the whole, but he will do nothing, therefore we intend in a peacable manner to unload her, without the least injury to any Man, & if it should be Condmn'd I will give up my part. pray enquire for particulars of Capn Robt Champlin & Hammilton Ballantine Esqr for particular[s] in hast I am your Friend –

W<sup>m</sup> Rotch

1. Nicholas Brown Papers, JCBL.

2. Taken by H. M. Schooner *Porcupine*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

3. Daniel Simon, commander of the Rhode Island privateer sloop *Yankee Ranger*, Maritime Papers, Letters of Marque, Petitions and Instructions, R. I. Arch.

#### JOURNAL OF H. M. SLOOP *Merlin*, CAPTAIN WILLIAM C. BURNABY<sup>1</sup>

1776 Novembr                      Do [Block Island] N42d. – 25'E – 20 Leagues  
Tuesday 26                      at 2 AM Veer'd at 7 saw a Sail gave chase at 10 brot  
too an American Brig loaded with Salt & Wine<sup>2</sup>

1. PRO, Admiralty 51/604.

2. *Joseph*, B. Hewes, master, from Cadiz for North Carolina with wine, salt and Jesuits bark, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

#### MANIFEST OF THE CONNECTICUT SLOOP *Mary*<sup>1</sup>

Manifest of the Cargo of the Sloop *Mary*, now at Anchor in the Port of New Haven & bound on a Voige to the Isle of Statia. . in the West-Indies –

Burthen Sixty five Tons, — whereof Giles Mansfield is Master for this present Voige —

Vizt 12 Horses — 2,000. Staves. . 8,000 Whoops —  
 20 Bbsl. Pork & Beef —  
 (to mount 6 Guns —  
 Thirty Two men)

Hartford County ss. }  
 Novr. 26th. 1776 — }

Capt Giles Mansfield made Oath to the Truth  
 of the above Manifest.

before Olivr Ellsworth, Justs. Pacs —

1. Jonathan Trumbull Papers, ConnHS.

#### MINUTES OF THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

[Fishkill] Tuesday Morning, Novr. 26, 1776.

The defence of Hudson's river being not only absolutely necessary for the security of this State, but also for the defence of the United American States, and keeping up a communication between the eastern and southern States,

*Resolved*, That the committee heretofore appointed to obstruct the navigation of Hudson's river, or any three of them, be directed to report some form of a plan for perfecting the same, with all convenient speed.

A letter from Augustine Lawrence and Samuel Tudor, dated at Poughkeepsie, the 25th inst. relative to the removing of the ships at Poughkeepsie <sup>2</sup> was read.

1. *New York Provincial Congress*, I, 718.

2. Continental frigates *Congress* and *Montgomery*.

#### JOURNAL OF AMBROSE SERLE <sup>1</sup>

[New York] Tuesday, 26th. [November]

The *Perseus* & the *Galatea* came in last Night having taken or retaken near 20 Prizes, off Bermuda.

Several of the Transports with Troops on board, going on the new Expedition, fell down the River, with the *Asia*, &c.

1. Tatum, ed., *Serle's Journal*, 146.

#### *Pennsylvania Packet*, TUESDAY, NOVEMBER 26, 1776

[Philadelphia]

Yesterday the ship *Sam*, lately commanded by Samuel Richardson, was sent into this port; she was taken on her passage from Barbados to Liverpool by the Continental sloop *Independence*, Capt. Young, was mounted with four guns, and had on board 20,000 dollars, two tons and a half of ivory, 100 bars of iron, &c. <sup>1</sup>

1. Congress resolved that if the cannon on board the *Sam* "are fit for field artillery, to take measures to have them mounted on proper carriages; and sent to General Washington." Ford, ed., *JCC*, VI, 982.

LIBEL IN PENNSYLVANIA ADMIRALTY COURT OF CAPTAIN JOHN YOUNG AGAINST  
THE PRIZE SHIP *Sam* <sup>1</sup>

Port of Philadelphia, }  
Pennsylvania, ss. } To All whom it may concern.

Notice is hereby given that a Court of Admiralty will be held at the Court-house, in the city of Philadelphia, on Saturday, the 14th day of December next at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bill of John Young, Esq; (who as well, &c.) against the armed ship or vessel called the *Sam*, burthen about 120 tons, with her tackle, apparel, furniture and cargoe lately commanded by Samuel Richardson. To the end and intent that the owner or owners of the said ship and her cargoe, &c. or any persons concerned therein, may appear and shew cause, if any they have, why the same should not be condemned, according to the prayer of the said libel. By order of the Judge,  
Nov. 26, 1776.

Andrew Robeson, Register.

1. *Pennsylvania Gazette*, November 27, 1776.

SAMUEL CHASE TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Extract] Philadelphia Nov 26th 1776. Tuesday Morning –

We have certain intelligence that a number of ships of the smallest Draught of water, sufficient to carry 10,000 Troops are now lying ready in the North River with Fascines on their sides. The Destination of this Float [*sic* fleet] is uncertain, some conjecture to land a body of Troops at South Amboy, which is very probable, if this City is the object with Mr Howe. others guess Virginia or South Carolina, the latter is the most suspicious, because if they Succeed against Charles Town, they can pass the Winter there. a few days will relieve us from Conjecture

1 Correspondence of Council of Safety, Md. Arch.

JOHN ARCHER TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentn

As I understand some of the Gondolas are nearly ready for which your Honorable Board has the Appointment of Officers – I would therefore beg leave to remind you of two Gentn who have been recommended to you by sundry Persons who are well acquainted with them – Their Names are Captn Bennett Mathews and John Stevenson of Harford County – Captn Mathews is well acquainted with the Sea & is a Gentn of Integrity & Attachment to the American Cause he applies for a Captn's Commission – John Stevenson is a worthy, deserving young Man as well acquainted with Military Discipline as most young Men in our Country – he applies for a first Lieutenancy & should your Honors think proper to appoint him he would be desirous of serving under Captn Math-



ews – They are both natives of this Province I am Gentn with great Respect  
[&c.]

John Archer

Harford County Novr 26th 1776

1. Red Book, XVI, Md. Arch.

# JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Tuesday 26th November 1776. –

Joshua Singleton is Recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed first Lieutenant of the *Henry* Galley in the room of Byrd Chamberlayne who is appointed first Lieut of the Brig *Musquetto*. –

Ordered that William Holt deliver unto Doctor William Carter Nine Ounces of Rhubarb, it being for so much lent by Doctr Carter for the use of the Navy. –

Capt George Elliott Received Orders to proceed with his Vessel to Fredericksburg there wait on Mr James Hunter and take on Board such Naval Stores & Provisions as the said Hunter may have to send down to York & James Rivers –

William Skinner is Recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed Captain of the Sloop *Congress* in the Room of Commodore Boucher who hath Resigned his Commission

Ordered that the keeper of the public Store deliver unto Capt William Skinner four dozen Sail Needles, six pounds of Twine, six Palm Irons, two Bolt of Canvas No 1, five hundred 10d Nails, five hundred 20d Nails and two hundred Deck Nails for the use of the Sloop *Congress* –

Ordered that a Warrant Issue to William Drew for the use of Mr Thomas Whiting for One hundred and twenty five Pounds upon Acct. – Also for One hundred and thirty four pounds for the use of Champion Travis, upon Acct, for their attendance as Commissioners of the Navy. –

1. Navy Board Journal, 117–19, VSL.

# VIRGINIA NAVY BOARD TO CAPTAIN WILLIAM SKINNER <sup>1</sup>

You are to proceed with your Vessel immediately to Cumberland where you are to apply to Cornelius Dabney for a Cargo of Tobacco and Flour which you are to take on Board and secure in a proper manner for a Voyage to the West Indies. You are to make the best dispatch in your power and when loaded return down the River to the mouth of Queens Creek and apply to the Board for further orders

(Sign'd) Thomas Whiting 1st Comr

[Williamsburg] 26th Nov. 1776. –

1. Navy Board Letter Book, VSL. Skinner had just been appointed to command the sloop *Congress*.



VIRGINIA NAVY BOARD TO COLONEL ISAAC ZANE, FREDERICK<sup>1</sup>

Sir, The Commissioners of the Navy Board are in want of a number of Cam-buses and Potts for the use of the Navy for which purpose they have inclos'd you a Memorandum, and wou'd be glad you wou'd have them made and sent down to Fredericksburg to the care of Mr James Hunter as soon as possible.

Mem. 20 Cambooses three feet in the clear from side to side each to be fix'd with two Pots one of which to be a third layer [*sic* larger] than the other, and the Pots to be so contriv'd as to fill up the whole space in the Cambooses.

10 do of two feet each, and to be fitted as above with Pot hooks for the whole

(Signd) Thomas Whiting 1st Comr

[Williamsburg November 26, 1776]

1. Navy Board Letter Book, VSL.

MARQUIS DE LA TORRE TO JOSÉ DE GÁLVEZ<sup>1</sup>

Illustrious Sir:

I have learned from the Royal Order Your Excellency transmitted, dated August 6, that the King has approved the answer I gave to the Governor of Louisiana, following his request to dispatch a War Frigate to the Mississippi River in order to maintain respect in those shores, and expressing His Majesty's will that amid the strict neutrality he enjoins be observed in the war of the English with their Colonists, no permission be given to one or the other to enter into these Ports, and much less to permit acts of hostilities among them within the shelter of said ports, or reach of their guns, since in such cases they should be advised to abstain from executing those acts, and if they do not abstain, to oblige them to do so repelling them with Artillery. I have communicated that Royal Resolution to the said Governor of Louisiana, to that of Cuba and to the Lieutenant Governors of this Island, that they observe and obey it, as I shall punctually do myself; but I wish to bring to the attention of Your Excellency that the refusal to permit entrance to English ships, in my understanding applies except in cases of emergency, in which case in accord with the spirit of previous Resolutions the indispensable hospitality must be extended; and were it the intention of His Majesty not to permit anchoring under any circumstances I pray that your Lordship so advise me, so that thus it may be complied with, and we may be freed from the inconvenient visits of Foreign Ships, which will never cease to frequent Havana since there are no other ports nearby where similar facilities may be had to obtain promptly the necessary assistance. Our Lord Grant, [&c.] –

Havana, 26 November 1776

1. AGI, Santo Domingo, Legajo 80–1–10, LC Transcript.

SAMUEL BEALL TO SILAS DEANE <sup>1</sup>

Dear Sir

St Eustatia 26 Novr [1776]

Your much [es]teeme[d] favour of the 5th of Sepr came to hand yesterday. I have the pleasure to tell you I ar[r]li[ve]d here the 26th Ult[o] after an agreeable passage of forty Six days. I am of opinion a House settled here by a person who has good connexions in America would answer very well on the plan you prop[o]se, 5 P Ct will pay all the losses in Vessels trading from this to the States since June last. there has been a constant trade here since that time and continues to increase. Vessels are daily arriving and returning, It will not suit me by any means to continue here. I shall sail this Week in an Armed Br'g for Ph[iladelphi]a and as soon as I arrive I shall proceed to Virginia and settle at a convenient secure port near the capes, where I propose trading as largely in Tobacco as the times will permit more. I shall particularly attend to your Interest, and hope to have it in my power to make a pleasing remittance in Tobacco.

I must refer you to Doctor Franklin for News.

I am Dr Sir with much Esteem [&c.]

Samuel Beall 3<sup>d</sup>

To Silas Deane Esqr to the care of Messrs S & J H. Delap Merchants Bordeaux

[Endorsed] Bordeaux  $\frac{28}{29}$  March 1777 Received & forwarded by Sr Your  
Hble Servts S & J H Delap

1. "The Deane Papers," *Collections of the Connecticut Historical Society*, XXIII, 50-51.

"COPY OF COUNT DARGOUT'S REPLY TO BARON DE COURCI FORT ROYAL,  
26 NOVEMBER 1776." <sup>1</sup>

I had the honor to receive your letter, dear Baron, in which you reported the capture by an American Privateer under the *Perle* of a Parliamentary vessel with two merchants from Dominique on board. This is a most heinous action: any power should be safe under the protection of our flag and the least hostility is an insult to it. Therefore, you will please to command all the New Englanders who are either in the Road or in Saint Pierre that they be personally responsible for and repair the damage committed by this Privateer and to tell them most expressly on my behalf that if reparation is not made in a satisfactory manner I shall give new orders and punish them more severely.

My dear Baron, we do not know here any deputy from Congress; you understand me, and you will show them my letter; you will also assure the two merchants from Dominique on my behalf that I was most surprised by this action and acquaint them with the orders I gave in consequence thereof. I have the honor etc.

Signed: Dargout

1. AN, Marine, B<sup>7</sup>, 458, 50, LC Photocopy.

27 Nov.

OBSERVATIONS BY THE LATE MASTER OF THE BRITISH SHIP *Spiers* <sup>1</sup>

Narrative of Mr. Lamont's Observations during the Time he was a Prisoner in Massachusetts-Bay, viz. from the 22d of September till the 27th of November last [1776]. Mr. Lamont commanded a Ship from Glasgow <sup>2</sup>

Upon the 6th of November two continental men of war lay at Newport, Rhode-Island; the one carries 36, 12, and 18 pounders; the other 32, 9, and 12 pounders, nearly manned, with every thing else on board fit for the sea, which they were to scour of the English frigates.<sup>3</sup> Between that place and Providence, I was told there were upwards of fifty privateers of different force and burthens, but chiefly small. From Plymouth there are ten small privateers, and a brig called the *Independence*, of fourteen guns, belonging to the province.

There sailed from Boston, in the months of October and November, at different times, about forty privateers, amongst which was the ship *Zachary Bailey*, formerly of London, now the *Boston*, of 24 guns; she sailed about the 1st of November upon her cruize, which was intended betwixt Cape Finisterre and Madeira; <sup>4</sup> she took under her convoy the ship *Hope*, [Alexander] Lumsdale, late master, who was taken, with powder and stores for the British army, and a large brig, both of which were loaded with fish and lumber for the French West-Indies.

About this time, arrived a sloop and brig, belonging to this province, from Cape Nichola Mole, with molasses and rum, each of which had a French as well as New-England master on board, with several French officers for the continental army; and near this time also arrived a French sloop with warlike stores, and another at Newbury; these were cleared for the island of St. Peter, as well as the other two.

About the 20th of October, the *Boston*, a 30 gun frigate, came round from Newbury to Boston, to fit out under the command of Capt. M'Neil; she was navigated by thirty English sailors, whom they impressed for that service only; about one hundred New-Englanders embarked in this ship; the French officers bore some command, and one of their independent companies acted as marines; soon after, her guns were shipped on board a sloop, and sent round to Newbury to be put on board another continental frigate finished there, to carry 36 guns, which is daily expected in: she fits out at Boston.<sup>5</sup>

Out of Newbury, Beverly, Salem, and Marblehead, are several privateers upon a cruize, besides the *Massachusetts*, a provincial brig of 16 guns, 6 pounders, commanded by a Captain Souter [Daniel Souther]. At these places a great many others are fitting out, viz. at Beverly, the *Alfred*, formerly of Bristol, to carry 20 guns: at Salem, a brig built for one Campbell, but seized, when launched, as English property; this brig is to carry sixteen 6 pounders, with many other small privateers, sloops, and schooners, of 8, 10 and 12 guns.

At Boston, a ship, formerly the *Britannia*, was burnt down to the wale, but now rebuilt, and is to carry 30 guns, which are not all procured; it was said she was to go to France to finish her outfit, and afterwards to cruize in a southern latitude for Indiamen. At this place are also the *Isaac*, formerly of Liverpool; she is to carry 24 guns, which are not yet procured; and the *Anna Bella*, formerly

of Glasgow, taken with troops; <sup>6</sup> she carries 18 six-pounders, and was ready for sea the 20th of November, with many other brigs, sloops, and schooners.

There were also fitted out for a voyage to Virginia and France, the ships formerly *Lord Howe*, and *George*, of Glasgow; the *Anna Maria*, *Lady Juliana*, *Picary*, *Earl of Errol*, and *Camden*, of London; and two others at Salem. The *Julius Caesar* of London, Captain [Azariah] Uzald, who, though she mounted 10 iron guns, shewed 18 wooden ones, and had 27 men all ready to engage, struck to a force far inferior, without firing one gun; she is now fitting out as a privateer, to carry 18 or 20 guns.

The Congress, when they issued commissions for privateers, made a law, that persons taken in prizes should have their private adventure restored them. This was observed to a great many taken at first; and still is by continental and provincial vessels; but this act was amended by leaving something discretionary to the captors, since which they generally find some way to avoid giving them any thing; and it was resolved in council, and recommended to the committees, to send all prisoners into the country, as far from any post-road as possible, and there, such as cannot maintain themselves are made to work for their living. Mates of ships taken, and seamen, are not suffered to depart. They say they don't impress them into their service; it is true, they don't lay violent hands upon them, and force them on board their vessels of war, but take a more effectual way, which is this—they pay them what wages are said to be due to them, in their paper money, on which the poor fellows set no value, but sailor-like, spend it as fast as possible. When this is gone, they must starve unless they enter on board their privateers, which are always ready to receive them. I don't doubt several enter before it comes to this extremity, but the greater part do not.

There is another six and thirty gun frigate building in Piscataqua,<sup>7</sup> the finishing of which was retarded by the want of iron, but they have lately got a small supply from Philadelphia, and some ready manufactured, in the *Julius Caesar*, from London. I was told there were also building upon the lakes, two frigates to oppose General Carleton in the spring.

I was greatly mortified in attending their court of admiralty in Salem, at a trial, where a prize ship was claimed by some people in the country. The counsel for the privateer, produced a register taken out in the name of Lane, Son, and Fraser, London, in proof of her being British property. The counsel for the claimers affirmed, that the register was only a sham one, to prevent her being taken by English men of war, and that the property still rested in the claimers. The counsel for the privateer demanded to know, how any such sham register could be procured, seeing, that an oath was always made, that the persons named in the register were the sole owners thereof; to which the counsel for the claimers replied, that he could get the people in England to perjure themselves, or do any thing else, for money. After long disputing, the ship was decreed to the claimers, and the cargo to the privateer.

1. John Almon, ed., *The Remembrancer; or Impartial Repository of Public Events. For the Year 1776* (London, 1776), IV, 264, 265. Hereafter cited as Almon, ed., *Remembrancer*.
2. *Spiers* was taken on September 6, 1776 by the Massachusetts privateer schooner *Eagle*, Captain Elijah Freeman Payne, while en route from the Bay of Honduras to Glasgow. Lamont was removed to the *Eagle*, and a prize master and prize crew put on board the



*Spier*. On September 15 the members of the *Spier*'s crew, who had been left on board their ship, rose under the mate, William Carmichael, and retook the vessel which was carried to Glasgow on October 13, *Public Advertiser*, London, October 23, 1776. Lamont, with a number of other British shipmasters, embarked at Boston on November 27 in the brig *Dolphin*, ostensibly bound for Portugal. However, she sailed directly for England and reached Plymouth on Christmas Day 1776, *Whitehall Evening Post*, December 24 to December 26, 1776.

3. The Continental frigates *Providence* and *Warren*.
4. The ship *Boston*, William Brown, commander, commissioned September 24, 1776, mounting 22 guns and with a crew of 210 men, *Mass. Arch.*, vol. 5, 100.
5. The Continental frigate *Hancock*.
6. See Volume 5.
7. The Continental frigate *Raleigh*.

### COMMODORE ESEK HOPKINS TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Sir

Newport November 27th. 1776 –

I sent an Officer with my Orders to take up, and bring onboard the Fleet some deserters who Enlisted out of the Army, and receiv'd their Months pay – and he took up Seven at Warwick, and brought as far as the Fulling mill – where a number of the Inhabitants got together, and took the Men away from him – the names of the Men taken away are as follows –

John Joyce, John Allen, Benjamin Howard, Abel Bennet, George Burgess, Wm Japes, & Job Bridge –

and the following Men have likewise desertd

Benj. Weldale, Joseph Braymour, Arthur King, Durfy Springer, Daniel Jones, Willm Chadsey, David Ralph, and William Jacklyn –

I make no doubt but your honour will give the Necessary Orders to have them taken up, and Sent onboard the Ships – if you will please to let me know whether you'll give Orders for the above purpose, you will Oblige Sir – Your humble Servant –

I send you by Creetman two Officers in the Service of George the third which you will order taken Care of as you think fit – I am Sir [&c.]

E.H.

1. Hopkins Letter Book, RIHS.

### JOHN MANLEY'S ACCOUNT OF WAGES PAID CREW OF CONTINENTAL SHIP *Columbus* <sup>1</sup>

List of Wages pd the People belong'g to *Collumbus*

1776		Dollars		Dollars	
Octr. 12	Pearce Donovan	4	[Octr. 19]	John Pattin	12
14	Dr Kessler	24		Guy Rogers	12
	Matthew Parks	26½		Bardin Sylvester	10
15	Joseph Lenehan	8		Philip Alexander	12
16	John Scott	13½		John Gould	12
17	Edwd Burk	10		George Bennet	8
19	Patrick Fletcher	12		James Crosswell	8
	Edwd Burk	8		Wm Wallace	6½





1776					
[Octr 30]	John New-	4. .-	[Novr] 12	Do a Second	9. .-
	tons boy			Time	
	Capt Jos	15.	14	John Scott	4. .-
	Olney		18	Edwd Burk	15. .-
			19	Pearce	
		£ 30.14.6		Donovan	
Carried up			20	Thos	
To Amount				Anderson	
Brought up		30.14.6		John La <sup>2</sup>	
Novr 2	Thomas	2.14		John	
	Cayton		21	Joh	
3	Dr Kessler	6		Jo	
9	Stepn John-			To amount brot up	£ 322.15.6
	son for	6	Nov 25	Barney	2
	Expense			McDermot	
	findg Keys			Thos Foss	2
	Mr Burk	6. .6-		John Hegley	3.12.
	Capt Olney		26	Robt	16
	266 dolls			Hawthorn	
		79.16		1 sht	
11	John Gould			Peter Cane	8.
	1 pr Shoes	12	27	Jam Wright	
	David			Capt Ol	
	Roberts	9. .-		Wm	

1. John Manley's Account Book, 18-19, NHS. Manley was deputy Continental Agent at Newport, Rhode Island.
2. Part of this page missing.

*Connecticut Journal*, WEDNESDAY, NOVEMBER 27, 1776

New-Haven, November 27.

Mr. Lovel [James Lovell] of Boston, who has been a prisoner among the enemy since Bunker Hill battle, has lately been exchanged for Gov. Skeen [Philip Skene], and a few days since passed thro' this town, on his way home. He left Col. [Ethan] Allen in the fleet, who is now well used, being allowed to mess with the officers.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

[Fishkill] Wednesday, A. M.

November 27th, 1776.

Mr. Robert R. Livingston moved sundry resolutions relative to obstructing the navigation of Hudson's river, and engaging General Schuyler in that service.

5 ho. P. M. November 27th, 1776.

*Resolved*, That a letter be immediately written to Major-General Schuyler, informing him of the survey that has been taken of Hudson's river at Poliple's

island, and requesting him to take on himself the superintendence and direction of such works as he may think necessary, either there or elsewhere for the security of Hudson's river.

*Resolved*, That a letter be written to the Honble. the Continental Congress informing them of the measures that have been pursued for obstructing Hudson's river; suggesting the necessity of more effectually securing the posts and passes in the Highlands; employing the carpenters, who are now discharged from the shipping, in preparing fire ships and whatever else may be thought necessary for the defence of the river, and annoying the enemy on their passage up; and requesting that they will be pleased to put the management thereof under the direction of Major-Genl. Schuyler, whose abilities, knowledge of the country and military command will give him great advantages in the execution thereof.

*Resolved*, That a letter be written to His Excellency General Washington, enclosing the above resolves, and requesting his concurrence therein.

1. *New York Provincial Congress*, I, 719, 720.

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[New York Harbour] 27th Novr

Most of the transports with troops on board for the Expedition, went out of the N. River to day, and anchored between Governor's Island and Redhook. The large ships are gone down to Gravesend bay.

It is still uncertain where we are going; but Rhode-Island is now generally supposed to be our destination; and that The Frigates and transports will go through the Sound, and the two decked Ships round Long Island, and rendezvous off the E. end of Long Island.

1. *Mackenzie's Diary*, I, 116.

#### VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 14.

Sir

*Eagle* Off New York

November the 27th 1776.

Enclosed herewith I transmit a Return of the Disposition of the Ships of the Squadron, for specifying the Changes made therein since the Date of the last Return sent by the *Fowey*, which sailed the 13th Instant; and also an Account of the State and Condition of the Ships, with an Explanation of the Supernumeraries borne onboard them.

The *Lark*, intended to relieve the *Cerberus* off of Rhode Island, was forced back to this Port the 16th, with the Loss of her Main-Mast; caused by a considerable Defect in the Mast below the Partners, which it is conceived might have been discovered at Halifax, (where the Mast was made and supplied), if it had been duly inspected. The *Greyhound* sailed some Days before to strengthen the Ships on that Station, upon Intelligence that some Armed Ships of Force would soon be in readiness to put to Sea from Rhode Island. And Directions were sent by that Opportunity for Captain [Richard] Smith to detain the *Cerberus*, if still in fit Condition, a few days longer. But the Accident happening to the

*Lark* before the *Greyhound* joined them, the *Cerberus* came back with the *Lark* in consequence of the former Appointment.

The *Carysfort* was thereupon ordered off of Rhode Island. But the Fore Mast of the *Syren* being soon after found defective and sprung in the Head, which compelled the Return of that Ship also, the *Diamond* and *Ambuscade* were appointed to replace the two disabled Ships.

The *Lively* arrived from before the Harbour of St Augustine the 5th Instant. Captain Bishop left the *St John* Armed Schooner in that Harbour; And the *Otter* with the *Hinchinbrook* to remain in St Mary's River for the present Service of the Province. The *St John* Schooner, which has been in St Mary's River mostly since the Beginning of last April is found on Survey unsafe to venture out of the port and is incapable of being repaired there. The Condition of the *Otter* is represented to be such (not having been cleaned since the 2d of Feby 1775) as to render the Sloop little fit for Service at Sea. And the *Raven* and *Cherokee* arrived the 21st much in the same State.

On the 20th the *Solebay* returned with the 6th Regiment from St Vincents. And the *Mermaid* arrived the 22d with the Convoy of Victuallers and other Transports Captain [James] Hawker had in Charge to conduct to this Port, the *Aurora* and *Newmark* Victuallers excepted; having parted from them the 13th in a hard Gale of Wind, during which it was feared the last had foundered at Sea.

The *Perseus* and *Galatea* anchored here the 25th; The Term for which the first was appointed to cruise Eastward from the Nantucket Shoals being expired; and the latter to discharge several Prisoners taken, some by that Ship, and others by the *Orpheus* and *Daphne*, in small Trading Vessels the Property of His Majesty's rebellious Subjects. — Several more Captures have been made by the Frigates cruising from Boston Eastward. — When I have received the Particulars thereof, daily expected, I shall transmit a Return of the whole Number reported during the last six Months.

I am to acknowledge the Receipt of your several Letters of the 31st of August, and 6th and 7th of September by the *Mermaid*. To the Contents of which I shall have every due Attention, and communicate my Proceedings on the several Matters with all suitable Dispatch. I am with great Consideration Sir [&c.]

Howe

[Endorsed] 27 Nov 1776 off New York Vice Adml Lord Viscount Howe  
R 30 Decr (3 Inclosures)

1. PRO, Admiralty 1/487.

“COPY OF A LETTER FROM CAPTAIN BANKS OF THE *Renown* TO  
VICE ADMIRAL LORD SHULDHAM”<sup>1</sup>

My Lord

*Renown* in Gravesend Bay 27th Novemr 1776.

I have received your Lordship's Letter of the 25th Instant, inclosing an Extract of a Letter from Lord Viscount Howe (in consequence of a Letter from Lord George Germain to the Lords Commissioners of the Admiralty) Noting that he is directed by their Lordships to inquire into the Cause of the Capture of Two Transports with part of the Highland Troops onboard, which were carried

into Boston without any interruption by any of His Majesty's Ships, and that the late advices from Halifax mentioned the Arrival there of the *Renown* and *Milford*, two of the Ships Stationed in the Bay of Boston under my Orders; and your Lordship directing me to furnish you with the Copies of all the Orders I have issued to the Captains of His Majesty's Ships and Vessels put under my Command while upon that Service, together with the cause of the *Renown* and *Milford* proceeding to Halifax, as well as all other necessary information which has fallen under my knowledge on the above Subject. In answer thereto, I herewith inclose to Your Lordship Copies of all the Orders I have given to the Captains you left under my Command, which I hope will meet your Approbation; and with respect to my proceeding to Halifax, I must beg leave to inform your Lordship that I left Nantasket Road principally for want of Provisions, having onboard not above one Month's for my Ships Company, and the Troops at the Light House which I was obliged to support, and having with me to the Amount of about Thirty Sail of Transports with Highland Troops, and Stores, in a similar Condition, and not knowing when I should have a Supply; I thought it right, for the good of the Service, to take them under Convoy, and with the *Hope* which was likewise in the same Condition to proceed to Halifax, leaving the *Milford* which I had completed with Provisions for one Month, under Orders to Cruize in the Bay as long as it would admit her to do so with propriety. The Rebels having been employed after the Arrival of the Highland Troops, in Erecting Works on every spot from which they could annoy us, and in all probability of itself would have soon obliged me to evacuate that place, as I found from the high situation of their works, my Shot against them could do no execution; I must likewise beg leave to remark to your Lordship that during the time the *Renown* lay at Nantasket she was so exceedingly sickly that for some time I had but two Men to a Gun, and never had less than Sixty or Seventy Men on shore at the Hospital on George's Island which I was obliged to protect, And that in the whole time was never joined by any of the Ships and Vessels put under my Command but the *Milford* and *Hope*, and the *Lively* for some little time which Ships were constantly employed Cruizing in the Bay, and saved a Number of Victuallers and other Vessels from falling into the hands of the Rebels. The two Transports which your Lordship mentions with Highland Troops were taken after I left Nantasket Road, and which I consequently knew nothing of. That there was a Ship carried into Boston there is no doubt,<sup>2</sup> but she was taken a great distance from me, and I never saw her till she came thro' the Sound, which your Lordship is sensible must be totally out of my power to prevent, as none of the Ships then under my Command were near me at that time. I am [&c.]

F: Banks.

1. PRO, Admiralty 1/487.

2. The transports *George* and *Annabella*, and ordnance ship *Hope*. See Volume 5.

MAJOR GENERAL CHARLES LEE TO MESHECH WEARE<sup>1</sup>

Sir,

Camp Philipsbourg 27th Novr 1776.

As the whole fate of America depends on the speedy completion of the New Army; all consideration ought undoubtedly to be postponed to this object. The



Officers (and indeed it must necessarily be so,) are of opinion, that nothing impedes the recruiting of the Army so much as the present rage for Privatering, that unless this is in some measure check'd, it is vain to expect any Success. I wou'd therefore humbly refer to your Consideration whether it is not expedient to lay a temporary Embargo on Privateers until the Regiments of each State are compleated Our situation is so delicate and alarming and the absolute necessity of the Army's being raised without delay so obvious, that you will at least excuse the liberty I take in proposing the only mode which occurs to me I am with the greatest respect [&c.]

Charles Lee.

To The Hone The President of the Council of the State of New Hampshire.

1. US Revolution, October 8, 1776–February 28, 1777, LC.

# FRANCIS LEWIS TO THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

Gentlemen –

Upon the information given to the marine committee by Capt. Patrick Dennis, of the then state of the frigates built at Poughkeepsie,<sup>2</sup> the said committee desired me to inform you that it was their opinion, those ships being launched should as soon as possible be sent up to Esopus creek, to be there laid up for the winter, as there appears at present no prospect of bringing them into service for this year. And it is their opinion that a lieutenant of marines be appointed, with orders given him to immediately enlist thirty marines to guard those frigates during winter, and that all such stores that are remaining, together with those belonging to such vessels as were ordered to be sunk in the North and East rivers, be also put under the care of said lieutenant of marines.

That Capt. Dennis, who has at present the custody of all the rigging, &c. belonging to the vessels so sunk, be directed to deliver the same to said lieutenant, furnishing him with an inventory of the particulars; a copy thereof to be signed by the lieutenant, and transmitted to the marine committee, who apprehend the stores aforesaid will be this winter wanted by Genl. Schuyler.

In regard to the destination of the frigates for the winter, if you see any likelihood of their being brought into use, they are submitted entirely to your direction. Upon your nominating the lieutenant, his commission will be sent up to you as you, are more immediately upon the spot. In regard to the frigates, the marine committee refers it to your judgment to direct what may be necessary to be done with them, and desires you will advise them thereof. I am, respectfully, sirs [&c.]

F. Lewis

Phila. 27th Novr. 1776.

1. *New York Provincial Congress*, I, 730. Lewis was a member of the Continental Marine Committee.

2. The Continental frigates *Congress* and *Montgomery*.

# DIARY OF CHRISTOPHER MARSHALL <sup>1</sup>

[Philadelphia] Novbr 27th

. . . News to day is that the enemy intends to make a Push for Philadelphia, its sd part of their force is embarked either to go up the Delaware and make their

attacks at both Sides at once, or else to amuse the Southren States, and prevent their Sending any assistance to Philadelphia

1. Diary of Christopher Marshall, HSP.

*Pennsylvania Gazette*, WEDNESDAY, NOVEMBER 27, 1776

Philadelphia, November 27.

Last week arrived here the prize ship *King George*, Edmund Williams, late commander, homeward bound from Jamaica, taken by the *Montgomery* privateer, of this port.<sup>1</sup>

1. The privateer brig *General Montgomery*, Captain James Montgomery.

# CONDEMNATION OF THE PRIZE SNOW *Georgia*<sup>1</sup>

Baltimore County ss

At a Court of Admiralty for the State of Maryland held at the Court House in Baltimore Town in the County Aforesaid the 27th Novr 1776

Present

The Honble Benjamin Nicholson Esqr Judge

were the following proceedings

The Court Adjourns till tomorrow Morning 10 O Clock

Court met According to Adjournment

Present

The Honble Benjamin Nicholson Judge

George Cooke Commander of the Ship *defence*

& Others

vs

Snow *Georgia* Thos Bolton Commander

Condemnation

day of Sale Ordered to be on the 7th December Next

Monition issued the  
5th Novr 1776  
Libel filed

1. Minutes of the Court of Admiralty, 1776-1778, Md. Arch.

# AQUILA HALL TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Gentn

November 27th 1776.

As Capt Bennett Mathews had made application to your Honrs for a Captn's place in one of the Gondolas now building, and as Capt. Alexander Cowin and Mr Archbd Buchanan has one nearly ready, and wants a Captn to take charge of her; And as I am well acquainted with Capt. Mathews and know him to be a good Seaman and a sober man, begg leave to recommend him as a proper person for such a place, and shall take it as a favour if your Honours should think proper to give him a birth. I am Gentn

Aquila Hall.

1. Correspondence of Council of Safety, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN WILLIAM STONE <sup>1</sup>

No 26.

Sir We have already wrote Captain Martin and Jesse Hollingsworth about the Brig *Friendship*, we have nothing further to say at present, than merely to refer you to those Letters, and to inform you that it never was our Intention to weaken the civil Authority. – as you have thought proper to replevy the Brig, we propose giving you Security in the regular course, and shall indemnify the Sheriff, on behalf of the State. –

You petitioned the Convention and the matter was postponed at your own request, as we have been informed – had you chose to have Let the dispute rest for their determination, we think they would have done you justice.

[Annapolis] Novr 27th 1776

1. Council of Safety Letter Book, No. 2, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Wednesday 27th November 1776. –

Ordered that a Warrant Issue to Joshua Poythress for five pounds two shillings for Cyder & Potatoes furnished the Sloop *Defiance* as p Acct. –

Ordered that a Warrant Issue to Thomas Prosser for six Pounds for a large Gun for the use of the *Hero* Galley. –

1. Navy Board Journal, 119, VSL.

LIEUTENANT THOMAS DAVEY, R.N., TO VICE ADMIRAL CLARK GAYTON <sup>1</sup>

Copy  
Sir

*Diligence* Pensacola Novr 27th 1776 –

Yesterday I received a Letter from a Gentleman at [New] Orleans, an Extract of which I think it necessary you should know as soon as possible, as by representing it to the Ministry a stop may be put to a Trade that is very detrimental to His Majts Service. This information is from undoubted authority, & may be relied on, my Letter is dated the 29th September.

“In the Month of August arrived here a large Barge from Fort Pitt on the River Ohio in which came one Gibson <sup>2</sup> & twenty rifle Men, it is currently reported, that Gibson brought a Packet from the Congress to Govr Unzaga, whether he did or not, he had several Conferences with him, & about five days ago they went back loaded entirely with Powder, it is said they had 12,000 pounds, it was taken out of the King’s Magazine by Mr Oliver Pollock His Britannic Majesty’s loyal Subject who entirely equipp’d these fellows.”

If you remember, Sir, in one of my Letters I mention’d the Manner the French traded to the Mississippi, & that it was the opinion of the Attorney General of this Province, that the Captains of His Majesty’s Ships could not seize those Vessels, as it could not be proved that they traded with His Majts. Subjects, but that it was the duty of the Spanish Governor to prevent it, if it was not

permitted by his Court, Now, Sir, this Ammunition is imported by the French, & may very easily be seized, if the Captains of His Majesty's Ships were properly authorized to do it, but in the present circumstances it would be folly in any Captain to do it, as the Vessels would immediately be acquitted by the Admiralty Court when they were brought to a Trial I am &c.

Thomas Davey

[Endorsed in Secretary of State's Office] In Lords of the Admiralty of 13th March 1777 A(1)

1. PRO, Colonial Office, 5/126,227,228.
2. George Gibson, agent for Indian affairs.

POWER OF ATTORNEY TO ST. GEORGE TUCKER FOR THE BERMUDIAN  
SLOOP *Dispatch* <sup>1</sup>

Bermuda.

Know all Men by these presents that we Richard & John Jennings, Henry Tucker of Somerset, and Henry Tucker & Son of these Islands Merchts and Owners of a certain Sloop called The *Dispatch*, whereof Thomas Tucker is Master, for divers good Causes and Considerations us hereunto moving, have made, ordained, authorized, constituted and appointed, and by these Presents do make, ordain, authorize, constitute and appoint St George Tucker Esqre our true and lawful Attorney, for us and in our Names to order and direct all such Voyage and Voyages as he shall think fit, and farther, if he shall see Cause, to dismiss and discharge the said Master, the Mate or Sailors or any or either of them and others in their Room to appoint and finally to transact and negotiate all and all Manner of Business of what Nature or Kind soever relative to the said Sloop *Dispatch*, and to our Use to ask, demand, sue for, recover and receive all such Sums and Sums of Money, Debts and Demands whatsoever, which may be due or owing unto us by or from any person or persons whatever, and to have, use and take all lawful Ways and Means in our Names, or otherwise for the Recovery thereof by Attachment, Arrest, Distress or otherwise, and to compound and agree for the same – and Acquittances and other sufficient Discharges for us and in our Names to make, seal and deliver, and to do all other lawful Acts and Things whatsoever concerning the Premises as fully in every Respect, as we ourselves might or could do, if we were personally present – Ratifying and by these presents allowing all and whatsoever our said Attorney shall in our Names do or cause to be done in and about the Premises by Virtue of these Presents – In Witness whereof we have hereunto set our Hands and Seals this twenty seventh Day of November Anno Domini One thousand seven hundred and seventy six –

Signed, Sealed and  
Delivered in presence of  
St Geo. Tucker Junr  
Nicos Riddell

Rich<sup>d</sup> & Jn Jennings  
Henry Tucker  
Henry Tucker & Son

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.



JOURNAL OF THE MASSACHUSETTS BRIG *Tyrannicide*, CAPTAIN JOHN FISK <sup>1</sup>

Remarks on Wednesday 27th Novr 1776

7 [A.M.] Saw a sail to the westward gave chase, saw another to the Northward at 10 came up with them both they laying too for us received a broad Side from the Bark *John*, gave her a shot she struck gave the other Ship a Shot she struck, sent the boat on board both of them

Lattd in 16<sup>d</sup>47<sup>m</sup> Longd in 46<sup>d</sup>31<sup>m</sup>

1 [P. M.] Found the Bark to be from London Wm Barrass Master for Antagua & the Ship from East Florida for Granada James Crichton Master

6 [P. M.] Mannd the Bark and sent away for Salem, the Ship in Company

1. John Fisk Journal, AAS.

JOSEPH DONALDSON, JR. TO OWEN BIDDLE, VICE CHAIRMAN OF THE  
PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Owen Biddle, Esq'r:

St. Eustatius, Novem. 27th, 1776.

Dr. Sir: — My last was the 5th this Instant Covering Invoice and Bill of Lading for sundries which I hope is safe arriv'd; this serves to inclose Invoice and Bill of Lading for sundries ship'd on board the Vessel of Warr *Andrew Doria*, John [*sic* Isaiah] Robinson, Esq'r, Commander, amt'g to £ 1,579 6 2 the Residue of the Bills of Exchg'e received, likewise acco't Cover ballance due you £ 0 6 3. I am sorry it was not in my power to ship the Goods according to order received as it is impossible to obtain them. I have wrote to several of the Neighboring Islands for the Woolens which was not to be had.

Some time agoe arrived here, Wm. Aull, from France, formerly of your place, with a large Cargoe of Goods among which was some Cloths. He sold the whole off at 15 p'r Ct. on the Invoice; and after he had bargained for them he found it was Considerably under the Value, he wou'd not let the person have them. I went to him for the Blue Cloth which cost about 2/10, and he ask'd me 18/ p'r yard for them. I looked at him with Amazement, but offer'd him 9/ for them but he wou'd not take it, and I come away. The next day he offer'd them for 12/ to take as many Brown as Blue, however I agreed with him for them at 10/.

This was the day before the *Andrew Doria* arriv'd, and after her arrival he was acquainted with her errand. I desir'd him to send me the Cloths and he return'd me for answer I cou'd not have them for that price, as he was offered more and to take proportion of white with them by Mr. S.[Samuel] Curwin, for the Continent, which I Inform'd I had purchased those Goods from Mr. Aull. But he did not like to give them up, and rather than Expose Aull, as he was a stranger here, I gave the matter up. He has made Mr. Curwin pay the most Extravagant prices for Goods I ever heard of, as there is no other than what he has at Markett, Owing to the Detention of the Vessells in Holland, there being a great Quantity





*Oranjestad Harbor, St. Eustatius*

of Goods Ship'd from thence for this Markett. The prices of American provisions still Keep down, Occasion'd by Vessells arriving daily. I am, Dr. Sir, [&c.]

Joseph Donaldson, J<sup>r</sup>.

1. *Pennsylvania Archives*, 2nd series, II, 649–50.

CAPTAIN JOHN COLPOYS, R. N., TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

[Extract]

Seaford, Basseterre St Christophers  
Novr the 27th 1776.

This will be delivered to you by Mr Knapp who goes to Antigua in a Dutch Sloop – laden (with Flour and Tobacco) which I took on sunday night between St Eustatia and St Martins.<sup>2</sup>

I go from hence as soon as it is dark, in hopes of intercepting an Armed Vessel, which I gave you an Account of in the Letter I wrote you by Mr Gray who left me the 24th instant, off Sandy Point in a Schooner Laden with Flour which had been taken the day before by Lieut Byron in our Pinnace.

This day the Port of Statia is opened without reserve to all American Vessels and I find that the Salutes of their Armed Vessels are returned at St Croix as well as at Statia. I am &c

(Copy)

J<sup>n</sup> Colpoy's

1. PRO, Colonial Office, 5/126, Part I, 235.

2. The *Mary*. See Young's Prize List, December 9.

28 Nov.

JOHN BRADFORD TO JOHN HANCOCK <sup>1</sup>

[Extract]

Boston 28th Novr 1776

I beg leave to hint that I am without any instructions what to do with the dismantled *Lynch* she remains in pay doing nothing all the schooners are now in port and the men seems loth to go out on a cru[i]se this Season by reason the vessells are so uncomfortable.

Capt [Samuel] Tucker repoarts his vessell the *Hancock* unfit to proceed again and on examing her find it will cost as much as she's worth to fit her for service, May I take the freedom to Ask if Tucker might be shifted on board one of the other Schooners The *Lee* is a good vessell but the Captain <sup>2</sup> seems determind not to exert himself in the publick Cause the *Lynch* is also a Good vessell and the Worthy Capt [John] Skimmer has the worst vessell amoung the whole <sup>3</sup> his guns are easily shifted and if the name is transformd we've no Register to endors

Yesterday arrived a Brig Loaded with provisions sent in by one of our Colony cruisers <sup>4</sup> and last week was sent in to marblehead a provision vessell & one loaded with Coal taken by a privateer fitted out there.<sup>5</sup> I beg leave to ask if I may send [ro]und the Coal I purchasd for the Congress without Convoy as I find we shall have Opportunityes Offer several vessells designing to go to Philidelphia that Artical is very scarce here and has been sold so high as eight pounds p Chaldron tho' there is no limmits to the price of things here Rum was yesterday sold at Beverly at Vendue at 7/8 p Gallon how these things may end I know not as disunion amoung us seems unavoidable the poor traedsmen and Labourers ar[e]

Crushd to death between the merchants and the farmer I wish something could be done to prevent this Growing Evil . . .

1. John Bradford Letter Book, vol. 1, LC.
2. Daniel Waters.
3. Washington's schooner *Franklin*.
4. Brig *Nancy*, John Churchill, master, taken by the Massachusetts state brig *Independence*, Captain Simeon Sampson.
5. Schooner *Sally*, George Elliot, master, and the brig *Desire*, Joseph Jackson, master, taken by the Massachusetts privateer sloop *Independence*, Captain James Magee.

*Independent Chronicle*, THURSDAY, NOVEMBER 28, 1776

Boston, November 28.

Captain Friend, in the Newbury Packet, bound round to this Port, was, a few Days since, taken by one of the Enemy's Cruisers.

To be Sold by Public Auction On Friday, 6th December, On the Long-Wharf, The Prize Ship *Venus*, and her Cargo. Consisting of 160 Tons of Logwood, all chiped. A large Quantity of Mohogany, in Logs and Planks. The Ship *Venus* is burthen about 380 Tons, is a fine sailing Ship, built at Portsmouth, about three Years since. If any Merchant or Company of Merchants are disposed to purchase the Ship and Cargo, the Cargo may be sold by Invoice without unlading the Ship. The Sale will be at Ten o'Clock in the Morning.

At the same Time and Place, Will be Sold by Public Vendue, The Prize Ship *Caledonia*; about 200 Tons, with all her Appurtenances.

The Ship was built in Boston, by Mr. Clark, about 4 Years since; she is a prime Sailer, and very well found. The Inventory to be seen at the Sheriff's Office, three Days before the Sale.<sup>1</sup>

W. Greenleaf, Sheriff.

1. *Venus* and *Caledonia* had been taken by the Massachusetts privateer schooner *Eagle*, Captain Elijah Freeman Payne.

GOVERNOR NICHOLAS COOKE TO COMMODORE ESEK HOPKINS<sup>1</sup>

Sir

Providence Novembr the 28 1776

I Received yours of yesterday by Express am Sorrey to find by the Contents that any of your officers have ben obstructed in their duty in picking up the Deserters from the Ships Shall use my indevoures to give all due Asistance to the officers of the fleet in picking up their Deserters if the offenders can be found out Shall endeavour that they be brought to Justice from Sir [&c.]

Nich<sup>s</sup> Cooke

1. Hopkins Papers, RIHS.

LIBEL OF THOMAS RUTTENBER, COMMANDER OF THE RHODE ISLAND PRIVATEER SLOOP *Montgomery*, AGAINST THE PRIZE SCHOONER *Frank*<sup>1</sup>

State of Rhode Island & Providence Plantations ss	}	To the Honl John Foster Esq Judge of the Court of Justice for the Tryal of Prize Causes in and throughout the State of Rhode Island and Providence Plantations in America
--	---	--

Thomas Rutenburgh of Providence Commander of the Private Sloop of War called the *Montgomery* of the port of Providence duly commissioned agree-

able to the Resolves of the Honl the Continental Congress to cruise against the Enemies of the united States of America in behalf of himself, the Owners of and the officers and Men belonging to said Sloop of War comes into this Honl Court and gives your Honor to understand and be informed that on the Twenty ninth Day of October AD 1776 being on a Cruise against the Enemies of said united States upon the high Seas he together with his officers and Men took and captured the Schooner *Frank* with her Appurtenances commanded by one Sylvanus Waterman together with her Cargoe consisting of Ninety one Cask of dry Fish about Fourty Quintals of dry Fish in Bulk Eleven Tierces and five barrels of Oil and five barrels of Herrings cleared out from the Port of Ferryland in the Island of Newfoundland to the Island of Jamaica in the West Indies and which said Schooner in the month of March AD 1775 being then called the *Dolphin* sailed from the Port of New London with her Cargoe under the Command of Silvanus Waterman and arived at Montego Bay in the Island of Jamaica in the month of April following where he sold her Cargoe and gave a Bill of Sale of s[a]id Schooner to one Francis Mariez Merchant at said Montego Bay and took out a New Register in the Name of sd Francis Mariez and changed the Name of sd Schooner to the *Frank*. And took in a Cargoe of West India Produce and cleared out for Newfoundland where she arived in the Month of October following, and there took in a Cargoe of Fish &c and cleared out and returned back to Jamaica, And there took in another Cargoe of West India Produce and in the month of April AD 1776 clear'd out for the Island of Newfoundland Subject to the King of great Brittain whose Fleets and Armies then were and now are acting in an hostile manner against the sd united States of America, and at said Newfoundland took in a Cargo of Fish &c and clear'd out for Jamaica and on her return there was taken & captured as abovesaid so the Libellant saith that said Schooner before and at the Time of Capture had been imployed in carrying supplies to the Enemies of the said united States contrary to the Resolves of Congress the Laws of this State and the Law of Nations, And the Libel[la]nt further informs your Honor that he hath sent said Schooner with her appurtenances and Cargo into the port of Providence within your Honors Jurisdiction for adjudication. Wherefore he humbly prays that your Honor would take the Premises into Consideration and grant out the proper Process & Monition in such Cases by Law requird and further proceed as to Right and Justice appertaineth

John Cole pro Libellant <sup>2</sup>

[Endorsed] Received Novr 28: 1776

1. Admiralty Papers, vol. 9, R. I. Arch.

2. *Frank* was tried and condemned on January 27, 1777, Admiralty Papers, vol. 9, R. I. Arch.

#### MINUTES OF THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

[Fishkill] Thursday Morning, Nov. 28th, 1776.

Mr. [Henry] Wisner from the committee appointed for securing the frigates, made the following report:

Your committee to whom was referred the securing of the frigates at Poughkeepsie, report the following resolves to be served on Capts.

Tudor and Lawrence respectively:

1st. That they fit their respective ships, *Congress* and *Montgomery*, with all the despatch possible, with so much rigging as is necessary to remove them from Poughkeepsie:

2nd. That they proceed up the river with the first fair wind after the ships are ready, as far as Roundout kill or creek, near Esopus Landing, where they are to be wintered, if after carefully sounding the depth of the water on the bar at the mouth of the creek, they find they can be safely carried in:

3rd. If upon strict examination there is not found water enough safely to carry the said ships into the creek, then they are to proceed with all the despatch possible, (after taking on board the best pilots they can procure,) to Claverack dock, and there secure the ships in the best manner in their power:

4th. That the quantity of lead in the possession of the Convention of this State is so small, that there is none at present to be spared for any other use than musket ball.

Henry Wisner, Chairman.

1. *New York Provincial Congress*, I, 721, 722.

#### JOURNAL OF AMBROSE SERLE <sup>1</sup>

[New York] Thursday, 28th. November.

Capt. Elphinstone of the *Perseus* informed me this morning, that he was fired upon in the Dusk of the Evening off Nantucket, by an armed Transport who took him for a Rebel Privateer. The Transport's People fired 28 Shot upon the *Perseus*, without hurting any body: Capt. Elphinstone prudently restrained his People till the mistake could be cleared up. This Transport has taken & brought in 3 Prizes.

1. Tatum, ed., *Serle's Journal*, 147.

#### JOURNAL OF H. M. S. *Eagle*, CAPTAIN HENRY DUNCAN <sup>1</sup>

Novemr 1776

Moored off New York

Thursday 28th

At 9 AM hoisted a Blue pend[ant] at the foretopg mt head & Sent 24 flat Boats upon Service, Several Transports Sailed up the Et River

Modr & fair Wr at 2 PM Sailed from hence his Majesty's Ships *Chatham*, *Preston*, *Emerald*, *Cerberus* & several Transports <sup>2</sup> at 3 made the Parole Sigl with a Blue pendt

1. NMM, Admiralty L/E/11.

2. "Most of the lighter Transports laden with Troops passed up the East River, in order to go through Hell-Gate into Connecticut Sound: The *Chatham* and *Preston*, commanded by the Commodores Sir Peter Parker & Mr. Hotham, with the *Asia* and other Ships of War fell down to the Narrows, in order to pass by the East End of Long Island, where they will join the above Transports, convoying some of the heavier ones themselves." Tatum, ed., *Serle's Journal*, November 28, 147.



DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[New York Harbor] 28th Novr The transports with the troops came up with the tide, and anchored in the East River between Corlaer's-hook and the town. The two decked ships, and the large transport with the 54th Regiment on board, are gone down to Sandy hook. It is now pretty evident that we are going to Rhode Island.

Major General [Richard] Prescott, Capt. Welsh, his aide de Camp, & Brigadier General [Francis] Smith, together with Major of brigade Baker and myself, embarked this day on board The *Earl of Effingham*, which ship has been allotted for those two Generals, with their Suite and baggage.

1. *Mackenzie's Diary*, I, 116.

JOURNAL OF BARTHOLOMEW JAMES <sup>1</sup>

[On board H. M. S. *Orpheus*]

[October 3 to November 28, 1776]

The 7th <sup>2</sup> we dropped down to Staten Island, and on the 12th put to sea with his Majesty's ship *Daphne* under our command, and proceeded off the Capes of Philadelphia . . .

The 20th we took a small schooner from Philadelphia, bound to the West Indies, with flour and Indian corn, and having taken out the flour, set her on fire.<sup>3</sup> The 24th, retook a brig from the coast of Guinea, which had been taken by the *Congress* and *Chance* privateers, and had on board about a thousand pounds' worth of ivory.<sup>4</sup> She was sent to New York with one of our midshipmen, who was again taken on his passage and carried into Rhode Island, from thence to Providence, where he remained a prisoner six months. On the 30th, having again parted from the *Daphne*, we took an armed sloop mounting eight carriage four-pounders, fourteen swivels and four cohorns, and loaded with rum, porter, flour and bread.<sup>5</sup> I was sent to take charge of her with two men and a boy, having no time to take any clothes with me, as another sail was seen from the masthead; and a few hours after, I lost sight of the *Orpheus* and was left in a heavy gale of wind in a very distressed situation, having split both my main sail and foresail. I continued water-logged till the 4th of November, when the gale somewhat abated, though I got neither dry nor clean things till the 25th; for notwithstanding I was fortunate enough to fall in with the ships the following day after the gale ceased, yet bad weather and constant chasing prevented any boats from boarding me till that time, which, on the coast of America at this season of the year, was not the most pleasing situation in the world.

The 9th at daybreak in the morning, Cape May bearing NNW, fifteen leagues, we took a schooner from St. Eustatius with rum and gin;<sup>6</sup> and the 14th spoke his Majesty's ship *Mermaid*, with a convoy from England for New York, on which day we took two sloops from Philadelphia, bound to the West Indies with flour.<sup>7</sup> The 18th we took a schooner from Martinique with claret,<sup>8</sup> and on the 26th, for the first time, the boat came on board me with directions to take charge of the five prizes, and proceed with them to New York; and having got on board my sea chest and bedding, I parted company with the ships on this day,

having during my time in the *Colonel Parry* prize, had my shirt and stockings washed while I lay in bed naked till they were dry. I arrived all safe at New York on the 28th Instant, and secured the prizes alongside the wharf amidst twenty-nine others belonging to the *Orpheus*.

1. John Knox Laughton, ed., *Journal of Rear-Admiral Bartholomew James 1752-1828* (London, 1896), 35-37. Hereafter cited as Laughton, ed., *James' Journal*.
2. The dates recorded by James in his journal are generally incorrect.
3. Schooner *Two Brothers*, James Gilbert, master, Mayne & Co., owners, from Philadelphia for St. Eustatius, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487. Footnotes 4 through 8 from same source.
4. Brig *Britannia*, B. F. Hughes, master and owner, from Jamaica for Liverpool.
5. Sloop *Colonel Parry*, William Gamble, master, Learning & Co., owners, from Philadelphia for South Carolina.
6. Schooner *Fanny*, Daniel McKay, master, William Bell, owner, from St. Eustatius for Philadelphia.
7. Sloop *Schuykill*, Benjamin Camby, master, Harbutson & Co., owners, from Philadelphia for Cape St. Nicolas Mole, with flour and bread, and sloop *Greenwich Packet*, James Glasgow, master, James Young, owner, from Philadelphia for South Carolina.
8. Schooner *Nancy*, James Kinney, master, Davis Bevan, owner, for Philadelphia.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO VICE ADMIRAL MOLYNEUX  
SHULDHAM <sup>1</sup>

Copy

*Roebuck* off New York the 28 Novr 1776.

My Lord, I had the honor this day to receive your Lordships Letter desiring to be furnished with the cause of the removal of His Majesty's Ship under my Command and the *Liverpool* from the River Delaware; In answer thereto I beg leave to lay before your Lordship the following Narrative of my Proceedings concerning that matter.

Having Cruized off that River with the utmost Vigilance until the beginning of May, I received your Lordship's Letter of the 11th April informing me that the force I had required to enable me to put in execution those Orders I had received from Admiral Graves, and renewed by your Lordship the 17th January (Viz:) "To destroy the floating Batteries, and to weigh up or otherwise render useless the Machines sunk in the Channel of the River Delaware to obstruct the Navigation thereof," could not for certain reasons be sent to me, I immediately turned my thoughts to that part of your Lordship's Letter which mentions Sir Peter Parkers request to have the *Roebuck* with him on his Expedition against Charles Town South Carolina together with Your Lordship's desire that "if I could leave a sufficient Force to prevent the Operations of the Enemy in the Delaware that I would comply with his request," I took the resolution to join Sir Peter Parker and to leave the *Liverpool* (and *Glasgow* which I hourly expected to arrive) to Cruise in Delaware Bay to obstruct the Trade, which from intercepted Letters I had reason to think would be laid aside by the Rebels during the summer Months: But as at this time I was short of Water, I thought it necessary to run up the River for the purpose of compleating it, which would also give me an opportunity of reconnotring the Enemy's force, so as to be useful when any attack should be planned against it. Accordingly on the 5th of May, I took the

*Liverpool* with me, sailed up the River as far as Wilmington where I was attacked in a shallow part of the River by thirteen Row Gallies attended by several Fire-Ships and Launches, which in two long Engagements I beat off, and did my utmost to destroy, a particular Account of which (is given in my Journal to the Commander in Chief) and after having fully executed what I had in view, I returned to the Capes the 15th, when I gave Captain Bellew Orders to remain Cruizing (a Copy of which is here enclosed) and stood to the Southward. The same Evening I fell in with a Vessel dispatched to me by His Excellency the Earl of Dunmore Governor of Virginia by which I received a Letter from His Lordship to acquaint me of having received certain Intelligence that the Rebels intended attacking the Lines near Norfolk; that they were bringing cannon down and preparing fire rafts to destroy his Fleet, and assembling in large bodies in his Neighbourhood: Therefore earnestly entreated me to return to his Assistance and relief. The saving His Lordship and so valuable a Fleet which consisted upwards of ninety sail of Vessels, many of them with Rich Cargoes onboard, out of the hands of the Rebels appeared to me an immediate object of so much consequence, that I sent my Tender to acquaint Sir Peter with my intentions, and altered my Course for Virginia, flattering myself however that his Lordships apprehensions might be premature.

I arrived the next day off Norfolk when I found my Lord Dunmore's expectations of an Attack not the least abated. Every Circumstance therefore was considered, both as to situation and strength to oppose the Enemy's attack, when it was thought most adviseable to move the Fleet immediately for had we waited until the Enemy had planted Cannon at certain places on the River side (which is not half a mile over) it would scarce have been possible to have got the Vessels down the River and they must inevitably have fallen into the Enemy's hands.

Gwins Island at the Mouth of the Pianketank River being pointed out as a spot containing many advantages, and to be easily defended against the Rebels was fixed upon as the most proper place to repair to, where with more trouble and difficulty than ever I before experienced I deposited the whole Fleet on the 27th May, and should then have taken my leave of His Lordship, but from the small Pox having broke out in his little Army, together with a bad fever, he was so much reduced in his numbers, that I was obliged to assist with my Ships Company in throwing up some works on the Island for their defence, which I the more readily consented to as I received a Letter from Captain Hudson of the *Orpheus*, acquainting me that he had joined the *Liverpool* and had also the *Kingsfisher* with him off the Delaware, after that time so many new things occurred, and the Rebels were so very industrious in raising an Armament against us, that I found it impossible with any degree of propriety to leave his Lordship until the Vessels with him could be fitted so as to proceed to a place of safety, which I used all possible diligence to do, but so many impediments happened in this new scene of a Floating Town, that I was not able to effect it until the beginning of August, having been obliged to go a hundred and twenty Miles up the River Patowmack to get Fresh Water for their Sea Store; when after having set the *Otter* as Convoy to about Forty Sail to St

Augustine, The *Fowey* to see Governor Eden Twenty Leagues off the land, with Ten Sail bound for England; I left the Capes with his Lordship and the remainder, and arrived here the 13th of August; having directed Captain Montagu to take the *Otter* under his Command at her return from the Southward, and to continue Cruizing there 'till further Orders. I have the honor to be [&c.]

A. S. Hamond.

1. PRO, Admiralty 1/487.

INTERROGATION OF JAMES PATRICK, MATE OF THE PRIZE SNOW *Georgia* <sup>1</sup>

Cooke & Others agst Snow <i>Georgia</i>	}	Interogetaries Examination of James Patrick late Mate of the Snow <i>Georgia</i> taken in Court before the Judge
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Question – Was you mate of the Snow *Georgia* at the time the Ship *defence* made a Prize of her

Answer – That he was mate of her ever since the Snow left Grenoch the 16th July 1775

Quest – Who were Owners of the Snow *Georgia* at the time she left Grenoch

Ansr – John Buchanan Junior – Alexander Morrison and Company were Owners

Question – Where does the Owners of the Snow *Georgia* reside

Ansr – in Grenoch

Questn – who were owners of the Cargoe of the Snow *Georgia*

Answer – John Buchanan Jun Alexander Morrison and Company

Question – has the Property of the Snow *Georgia* been changed since she left Greenoch –

Ansr – Not that he knows –

James Patrick

Sworn to in Open Court [November 28, 1776] <sup>2</sup>

1. Admiralty Court Papers, 1776–1781, Box 1, Folder 2, Md. Arch.

2. *Georgia* was condemned this date, Minutes of Court of Admiralty, 1776–1778, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Thursday November 28th 1776

On the Recommendation of the Navy Board It is Ordered that a Commission issue to James Meriwether appointing him second Lieutenant in Capt. Thomas Meriwethers Company of Marines

Ordered that his Excellency the Governor be requested to write to Capt. James Barron desiring him to inform the Masters of all Vessells that may hereafter arrive to attend this Board and make a report of the state of their Cargoes before they either break Bulk or agree for the Sale of any part thereof

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 255.



JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston]

Thursday 28th November 1776 –

Agreed That The following Order be sent to Mr. [McCulley] Righton

Sir

You are Desired by the Commissioners to Endeavour to Engage  
Eight good Negroe Boat Men on the best Terms to be Constantly  
Employed under your Direction and report to the Board on Saturday  
Evening –

Edward Blake first Commissioner

Novemr. 28th 1776 –

Adjourned to next Saturday Evening 6 oClock –

1. Salley, ed., *South Carolina Navy Board*, 28.

**29 Nov.**PETITION OF SAMPSON MEARS TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Honble the Council, and the Honble the House of Representatives of the  
State of Massachusetts Bay,

The Petition of Samson Mears humbly shews,

That the friend of your Petitioner Mr Samuel Curson is an Inhabitant of the  
Island of Snt Eustatia, belonging to the dominions of the United States of Holland,  
and was owner of a certain Brigt called the *Dove*, lately captured by Capt Thomas  
Truxton,<sup>2</sup> & brought into the Port of Dartmouth; and has been tried & condemned  
in the Maritime Court of the Southern District, and the said Brigt & her cargoe  
sold at public auction.

The tryal in the said Maritime Court was held so soon after the said Brigt ar-  
rived into Port, as rendered it impossible for your Petitioner, or any other friend of  
said Cursons to appear & file a claim within the time prescribed by law; she being  
brought into Port the 3d & tried the 30th of October, and your Petitioner being  
within that time at the distance of near 400 Miles. Your Petitioner would acquaint  
your Honors, that said Curson the owner of said Brigt & her cargoe, is not only a  
friend to the United States of America, but transacts business for the Continental  
Congress in the capacity of an Agent, and by his firm adherence & attachment to  
the glorious cause in which this Country is engaged, has made himself so obnoxious  
in the British West India Islands, that he is obliged to cover his property in order  
to screen it from British men of war. Your Honors will doubtless be sensible how  
discouraging it must be to the friends of this Country abroad to have their property  
confiscated by these States, in whose service & defence, they are daily venturing  
their all.

Your Petitioner, therefore, prays your Honors to take the premises into con-  
sideration, and order that said Curson may file his claim in said Maritime Court, in  
such manner & form, as if no process had been had on said Brigt & her cargoe, or  
indulge him to appeal to the next Superiour Court to be held in said District, and  
in the mean time direct, that the Captors may give Sureties for the safe lodgement  
of the Monies, which arose from the sale of the said Brigt & her Cargoe, so that



there may be a possibility of said Cursons recovering his property, provided he should support his claim; and give such other orders as your Honors in your wisdom shall direct.

Samson Mears

[Endorsements]

In the House of Representatives Novr 12th 1776

Read and thereupon Resolved that Coll Orne & Mr Cooper, with such as the Honble Board shall join be a Committee to take the same into consideration and report Sent up for Concurrence

J Warren Spkr

In Council Nov 12th 1776

Read & Concurr'd & Willm Phillips Esqr. is joined on the Part of the Board

John Avery Dpy Secy

The Committee of both Houses to whom the Petition afore said was Committed having heard the Petitioner – beg leave to Report by Way of Resolve

That the Petitioner Serve Edward Pope agent of Thomas Truxton Commander of the armed Sloop *Independence* and the officers, Mariners & others concerned in the said Capture with a Copy of this memorial and order therein at or before the 23 day of Novr Current, that He the said Edward Pope agent as aforesd may shew Cause Before the General Assembly of this State on Tuesday the 26th Novr Current – if then sitting & if the General Assembly should not be then sitting on the first Tuesday of the next Session of this Court, Wherefore the Petitioner should not appeal from the said Determination of the Maritime Court aforesd and have the benefit of a Tryal upon the Justice of the said Capture in the said Sup Court – and the Sale of the said Vessell & her appurtenances (if already unsold) in Consequence of the said Decree of the maritime Court, is hereby order'd and directed to be suspended, & if the same is already Sold The Moneys arisen in Consequence of said Sale to be retaind in the agents Hands undistributed, till the further order of this Court

Wm Phillips p Order

In Council Novr 16th 1776

Read & Accepted Sent down for Concurrence

John Avery Dpy Secy

In the House of Representatives Novr 18. 1776

Read & concurred

J Warren Spkr

Bedford in Dartmouth November the 22d 1776

this may Certify to whome it may Concern that this Day with Sampson Mears, I served the Agent of Thomas Truxton & others Concernd in the Sloop *Independence* with Copies of the annext petition &c

James Bryant Constable of Dartmouth

In the House of Representatives Novr 26, 1776

Read & thereupon Ordered, That Brigr Preble and Mr Mayhew, with such as the Honbl Board shall join be a Committee to take the same under consideration, hear the parties if present and report what is proper to be done – Sent up for Concurrence

J Warren Spkr

In Council Nov 26t 1776

Read & Concurr'd and Daniel Hopkins Esqr is joined on the Part of the Board

John Avery Dpy Secy

The Committee of both Houses appointed to take into Consideration the Petition of Samson Mears, and the order of Court thereon, report the following Resolve; – Vizt

Resolved, that Samson Mears, in behalf of Samuel Curson, have, and he hereby has Liberty of filing his Claim to the Brigantine *Dove* and her Appurtenances, in the Maritime Court of the Southern District of this State; and also of appealing from the Decree of the said Court, condemning the said Brigantine, her Cargo and appurtenances, to the next Superior Court of Judicature &c within said District, the time for filing such Claim, and appealing as aforesaid being lapsed, notwithstanding. – And the said Superior Court is hereby fully authorized and empowered to proceed upon, hear, and determine the said Cause upon such appeal in the same way and Manner to every Intent and Purpose, as tho' such Claim and appeal had been filed, and claimed in the manner and time by Law prescribed, any Law, Usage or Custom to the contrary notwithstanding. –

In Council Nov 28t 1776

Read & Accepted Sent down for Concurrence

John Avery Dpy Secy

In the House of Representatives Novr 29th 1776

Read and Concurred

T Dalton Spkr pro Tem

1. Mass. Arch., vol. 211, 131–33, 264, 265.

2. Thomas Truxtun commanded a New York privateer.

JOHN DUNCANSON, A BRITISH NAVAL PRISONER, TO \_\_\_\_\_<sup>1</sup>

Sir

I have received undoubted intelligence that an exchange for those of the British Navy, who are prisoners in America; is actually to take place – I have now been nineteen months a prisoner of war, and yet by the managers of this business have been unhappily neglected – I am inform'd by Mrs Gordon, that to be unfortunate, is title sufficient to have an Interest with you Sir, & those civilities which I last year experienced at your hands, seem to justify her opinion – May I hope, Sir, that your influence will be used, to have my case fairly stated before the Hon: Council which I doubt not, will be sufficient to obtain for me that justice which is the extent of my wishes – I had the honor to live with you a fortnight at Watertown in Mr Hunts house, as I'm extreamly anxious to know if

there is any chance of my being exchange'd – wou'd esteem it as a particular favor if you wou'd return an answer by the bearer – I have the honor to be Sir [&c.]

John Duncanson  
Surgeon's mate of the  
*Falcon* sloop of war –

Dunstable Novr 29th, 1776

[Endorsed] In Council Chamber Boston December 3d 1776 –

Ordered that the within named John Duncanson be permitted to go to Halifax in one of the Cartel Vessels now at Marblehead to be exchanged, or in exchange, for one of the subjects of this State, of the same station or character

John Avery Dpy Secy

1. Mass. Arch., vol. 166, 68.

*Connecticut Gazette*, FRIDAY, NOVEMBER 29, 1776

New-London, November 29.

Tuesday Night last, one John Coggin, late Boatswain of the Bomb Brig, (who with three other Prisoners lately broke out of Windham Goal) was found on board a Brig in this Harbour: He gives the following Account of said Prisoners, viz. That the Night after breaking out of Goal, they, with the Help of one Lewis, who was taken in a Prize Vessel, stole a Canoe near Norwich-Landing, with which they attempted to cross the Sound to Long-Island, but at the Entrance of the Race, near Gull-Islands, the Canoe overset, when all of them except Coggin, were drowned. Their Names are Edward Sneyd, (late Commander of the Bomb-Brig)<sup>1</sup> William Cook, John Russell, and ——— Lewis.

1. H. M. Bomb Brig *Bolton*, see Volumes 4 and 5.

MASTER'S LOG OF H. M. BRIG *Halifax*<sup>1</sup>

Remarks in Long Isld Sound Friday Novr 29th 1776

- 1 [A.M.] Weighd and stood over for the No shore at ½ past Tak'd & stood for Long Island shore Tender In Company Mod Breezes & Cloudy Weather Tiney cock point SWbW Hogg Island SSW. stood for the No Shore at 7 Came too wt the Sml Br in 4½ fathoms Hard bottom off Horse Neck saw some Cattle on the Rebel shore
- 8 [A.M.] Hoisted out the Boats and Sent them Mannd & Armd and got off four head for the Use of the Brigg the Rebels came down on the shore and Fird several shott at the Boats, at 10 Weighd and stood for long Island at Noon Tiney cock point WSW –

1. PRO, Admiralty 52/1775.

DIARY OF FREDERICK MACKENZIE<sup>1</sup>

East River. N. York 29th Novr The *Earl of Effingham* came down the N. River this morning about 10 o'Clock with the Ebb tide, and with the next flood went up the East River, and anchored off Bushwick point. Greatest part of the Expedition fleet is now at anchor in the E. River between Turtle bay and Bushwick point.

About 60 sail are assembled. The Frigates which are [to] Convoy us, passed through Hell-Gate some days ago, and are waiting for us in the Sound.

The large ships, vizt *Asia*, *Chatham*, *Centurion*, *Renown*, *Experiment*, & *Preston* with some Frigates, and the transport with the 54th Regiment, went over the Bar, and put to Sea this Morning with a fine wind at N.

Rhode Island is certainly our object, at which place it is said there are some Rebel Frigates, and a great quantity of Goods and Stores.

1. *Mackenzie's Diary*, I, 117.

# MAJOR CHARLES STUART TO HIS FATHER, THE EARL OF BUTE <sup>1</sup>

[Extract]

East River, New York, Nov. 29, 1776

Upon the 11th Oct. we embarked on board the flat-bottomed boats at 7 ocl. in the evening, and at about daybreak the next morning we proceeded through Hell-Gate (a place so called from a considerable chute which renders the passage very dangerous) to Throg's neck, where we landed without opposition.

The rebels, observing our motion, destroyed a bridge and causeway which joined this neck to part of the continent called West Chester, and flung up entrenchments further to impede our march. It being thought improper to force their pass we encamped; one boat of artillery and a few lives were lost in the passage.

On the 17th we again embarked and landed near Rochelle upon the continent; the rebels not expecting us, we proceeded near 3 miles unmolested, until the Lt. Infantry coming to the great road which leads from New York to New England they had a slight brush, in which Col. [Thomas] Musgrave, three officers and a few men were wounded. . . .

(I forgot to mention that General Kniphausen with 3,000 Hessians had been sent to invest Fort Washington, which fort is about a mile from Kingsbridge upon York Island.) On the 12th we marched in two Lines towards Kingsbridge, and after two days' march we encamp'd with our right at Morrisania and our left upon the River fronting White Plains. A general attack on the Fort was ordered on the 15th, the dispositions being as follows – Gen. Kniphausen to advance and ascend the Hill, Lord Percy to attack the lines in front, the Guards, Lt. Infantry one [*sic* our] Corps and 42nd Regt. to cross Harlem River, and land in two different places. Fortunately for us the Americans behaved as dastardly as usual, and after a little opposition to the Hessians and Highlanders they ran to the protection of their Post, which not being able to contain them, they surrendered at discretion.

About 3,000 prisoners lay down their arms; thus did we gain possession of a Fort which I wou'd have engaged with 800 men to maintain against 10,000. The post in itself was weak, but the ascent to it was difficult beyond description; they had, more over, 6 months' provisions and stores.

In this affair the British lost 100 killed and wounded, and the Hessians 300. . .

Six thousand are embarked for an expedition under the command of General Clinton and Lord Percy; I likewise go, with the command of the Grenadiers, we imagine to Rhode Island. I am on board a miserable transport with 30 offi-



cers, therefore you must excuse the incorrectness; it is rather severe after sharing in every active part of this campaign immediately to undertake a Winter one.

1. *New Records of the American Revolution. The Letters, Manuscripts and Documents sent by Lieut.-Gen. Sir Charles Stuart, to his Father, the Earl of Bute, 1775-79 and Letters of General Howe, General Clinton, and other Officers to Sir Charles Stuart, during the Revolution, 1779-81* (privately printed, n. d.), 12, 13. Hereafter cited as *Letters of Charles Stuart*.

JOURNAL OF H. M. S. *Chatham*, CAPTAIN TOBY CAULFIELD <sup>1</sup>

1776 November [Off Sandy Hook]  
 Thursday 28 6 AM unmoored Ship & hove into 1/3 of a Cable light breezes & fair Wear 2 P M weighed & came to Sail in Co wt the *Experiment*, *Cerberus*, *Emerald* & *Sphynx* 1/2 past 4 made the Sgl for anchoring at 5 came to wt the B. Br in 10 fm in Gravesend Bay – fir'd the morning & Evg Guns  
 Friday 29 1/2 past 9 AM Weighed & came to Sail in Co wt the *Asia*, *Centurion*, *Renown*, *Preston*, *Experiment*, *Emerald*, *Sphynx*, *Cerberus* & Two Transports – 12 made the Sgl for Anchoring – Anchored wt the B. Br in 7 fm. off Sandy hook – found riding here H. M. S. *Swan*  
 fore & middle parts strong Gales & cloudy latter little wind

1. PRO, Admiralty 51/192.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN ELISHA WARNER <sup>1</sup>

Sir [Philadelphia] November 29th 1776  
 We have sent Doctor Smith to take charge of the wounded men belonging to the *Fly*, and since the Vessel is no longer in condition for prosecuting her Cruize you are to return with her into this Port as quickly as you can bringing with you the wounded men, and the Surgeon now sent to take care of them. We are Sir [&c.]

1. Marine Committee Letter Book, 47, NA.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] Novem'r 29th, 1776.

Mr. Nesbitt to pay Andrew Ashton £4 10 0, for Iron Work for the Armed Boat *Delaware*.

Agreeable to resolve of Congress, a Commission for Letter of Marque was this day granted to Michael Barstow, Commander of the Brig *Industry*, mounting Ten Carriages' Guns, (4 Pounds,) Burthen about 100 Tons, navigated by Twenty-five men, owned by Blair McClenachan.

1. *Pennsylvania Colonial Records*, XI, 20, 21.

SAMUEL PURVIANCE, JR. TO RICHARD HENRY LEE <sup>1</sup>

Dear Sir Baltimore Novr 29th 1776  
 I have communicated to Capt [James] Nicholson what you mention in your Letter of the 24th, expressing the desire of Congress to have his Frigate



fitted for Sea as soon as possible; and have asked his own opinion how soon (from her present Circumstances) She can be ready. He says that if he is supplyd with One large Anchor & shoud not be disapointed in his expectations of getting part of the Ship *Defences* Crew, he can certainly have her ready to sail in a Month at the utmost. – The Ship *Defence* is a few days ago arriv'd at Annapolis from her Cruise, And as her Crew were allmost every One recruited by Capt Nicholson, they went out on the late Cruise chiefly at Capt Nicholson's request & with the expectation of Shipping with him in the Frigate on their Return. The time of their enlistment will be expired about the 15th or 20th of next Month, before which they cant leave the *Defence* – Capt Nicholson thinks If he can get only half of them that he will be well off as to Seamen; – The Frigate has got 22 of her 12 Pounders mounted, the other 2 We expect to receive immediately. The 4 Pounders are not all come to hand, But that will not delay the Vesl as the Capt thinks it wd not be proper to Mount them now at going out –

Two of the Officers are now on the Eastern Shore with Casks Salt & Coopers getting Pork put up, & part of the Beef is now making up here. – I have got the Gunsmiths employd in making the Musquets which will be all compleated in 3 Weeks. –

I will now give you a detail of the principal Wants, which I hope Congress will endeavour to supply by some Means or other; some of them being such as I see no prospect of being able to supply here. – Blankets, of these we can get none either in Town or Country, both being ransackd to equip the Flying Camp Troops. – The heavey Anchor w[hic]h I informed you Mr. Young had procured in Virginia is not yet brought up: But supposing it certainly to be got, Another of the largest Seize is still wanted. – Inclosed you have a List of the light Canvas yet wanted. The Sail Maker deliverd Me this lately, altho he had long before told Me, we had enough or nearly so. – As We expected in a Vesl here from Statia with Canvas, I thout it best to wait her Arrival rather than trouble Congress about it. The Vessel is arrivd a few days agoe at Sinepuxent, but cant learn the particulars of her Cargo. – Capt. Nicholson thinks that if you dont expect to get out any more than One of the Frigates from Philida. this Winter, You can spare a Set of those light Sails for him. – In the meantime I shall not fail to purchase whatever light Canvas may be arrivd in the Vesl at Sinepuxt.

On receiving the Advices yesterday that Genl Howe seems bent on pushing for Philada., A Number of the Officers & Gentlemen of Coll [William] Buchanans Bataln chiefly of this Town Militia, met & came to a Resolution of trying to make up a Number of Volunteers to march as soon as possible to Philada. – I have not a doubt that they will be able to make up a respectable Number, shoud none others besides meer Gentlemen go. – I flatter myself that the Example will have the most salutary effect & stimulate many other Batallions to march a Number of Volunteers on this very importt Occasion. – I wish my Situation woud admit of my Marching, but that is impossible. Mr [David] Stewart my Bror In Law & Co Agent for the Frigate & an Officer of the Marcantile Company, will certainly march for One altho but Just emerging from a Fever. My Bror<sup>2</sup> is but

Just beging to move about after a tedious Fever, wh subjects me to no little Bussins, so that I have no hopes of being able to go. — Captn Nicholson proposed to go along with the Volunteers, as he thinks he could be of Service in assisting about the Artillery: But I have perswaded him to go up to Congs as soon as ever the Bussns of the Frigate will admit of it. Accordingly he has resolved to go next Week. — I purpose getting him to send an Express for Captn [John Thomas] Boucher who lives at George Town on Potomk & in Order to take him up with him, as I am perswaded he is a Gentln very capable of being serviceable in any departmt about the Artillery. This Captn Boucher is the same who was lately in the Service of yr Colony, & formerly First Lieutt to Captn Nicholson in the *Defence*. I know him to be as brave a Man as lives, & One who will readily serve his Country on any Emergency. I am very sorry he was not thought of to be appointed to One of the Contlnl Vessls for which I apprehend he is One of the fittest Men on this Cont[inen]t — I know Capt Nicholson considers him as much superior to himself in the Knowledge of Marine Matters. He is a Man of Education & excellent Genius, and was brought up regularly in the Navy.

God grant us all firmness & Resolution at this important Crisis. I neither wish nor expect to survive the Liberties of our Country. If that is to perish, let us like Sampson bury Ourselves in the Ruins. Adieu My Dear Sir & May God bless you, prays Your [&c.]

Sam<sup>l</sup> Purviance Jun<sup>r</sup>

1. Lee Papers, UVL.
2. Robert Purviance.

#### CAPTAIN THOMAS CONWAY TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Chesapeake Bay] November 29th 1776

Gentlemen, I take the Pleasure to Acquaint you of my Safe Arivil from Martinico, in the Sloop *Molly* Having A long Passage 22 Days, up As High as Point lookout, As the Winds Keep to the Norrd So long I knu I Could not get up the Bay soon I thought I had better Send the letters by Express, Having one of my Salors Acquainted Well with the Rode, I shall loose No time And Make the best of My Way With the Sloop up to Anapolis, Seed nothing to interrupt my Passage at the Capes From your [&c.]

Thomas Conway

1. Red Book, XVI, Md. Arch.

#### JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Friday November 29th 1776

Ordered that a Commission issue to Robert Tompkins appointing him Captain of the *Henry* Galley which accordingly issued bearing date this day

Ordered that the Commissioners of the Navy Board be requested to direct the Schooner *Adventure* Capt. William Saunders to proceed to Saint Eustatia or Martinico and consign the said Vessell with her Cargo to our Agents at those Places giving such Instructions to the Captain as they may judge proper

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 256, 257.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Friday 29th November 1776. –

Ordered that a Warrant Issue to Albion Robins for Fifty five Pounds, on Account, to Purchase Necessaries to Build a Boat for the Transportation of Troops.

Ordered that a Warrant Issue to Peter Smith for Fifty five Pounds, on Account, to Purchase Necessaries to Build a Boat for the Transportation of Troops –

Ordered that Capt Christopher Calvert be directed to have the *Washington* Galley now Building under his direction at So Quay as deep in the Hold as the Timbers will admit of so as not to do the Vessel any Injury. –

1. Navy Board Journal, 120, VSL.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, NOVEMBER 29, 1776

Williamsburg, November 29.

We have advice, by a vessel which is just arrived with cloth, blankets, &c. from Martinico, that 30 sail of French men of war lay in that port when she left it. There are two more small vessels arrived, whose cargoes consist chiefly of salt.

Tuesday the remains of the Hon. Peyton Randolph, Esq; late President of the Continental Congress, were brought here from Philadelphia, and interred in the family vault in the College chapel.

JOURNAL OF H.M.S. *Maidstone*, CAPTAIN ALAN GARDNER <sup>1</sup>

Novemr [1776]

Do [Tortuga] S½E. 11 Leags

Friday. 29

AM ½ past 2 TKd Ship. 5 TKd Saw two sail, out 1 Rf. Tops. 7 TKd Ship. 8 a French Frigate Bore down on us. Bro't to Mn Tops to the Mast She sent her Boat on Board of us. Sent 10 Frenchmen on Bd of her, that we had taken out of American Vessels. 9 made Sail in Compy Fr. Frigt Modt and fair P.M. 4 The French Frigate Wore and Stood to the Southwd

1. PRO, Admiralty 51/572.

30 Nov.

JOURNAL OF LIEUTENANT JOHN TREVETT, CONTINENTAL SLOOP *Providence* <sup>1</sup>

[November 3 to November 30] <sup>2</sup>

We sailed to the eastward of Halifax, the first prize was a snow from England bound to Halifax her cargo dry goods, the next prize was a Ship called the *Malech* [Mellish] her cargo 10,000 suits of Soldiers Clothing ready made, a set of light-horse accoutrements with carbines and a valuable invoice of Medicine chests: The Ship the most valuable out of 45 sail, the rest of her cargo trunks of Silk gowns and dry goods suitable for Gen. Burgoyne's army at Quebeck, the Ship haled down her colours to the Sloop *Providence*, she mounted 12 carriage guns and had between 60 & 70 men, the *Alfred* and the *Snow* coming down on us,

we then manned the *Malech*, and ordered both for New Bedford, where they arrived safe. As soon as they arrived, without trial, for the *Malech*, she was unloaded, and all the clothing taken out and waggons prepared to send them on to Gen. Washingtons army, at that time his army being in a distressed situation for clothing, and in this Ship was every article complete for a Soldier from the hat, to the shoes, and at that time I can say with pleasure I had rather taken her, than a Spanish Galleon with hard money, although we took Continental money for our parts of all the prizes. We cruised off Halifax until we took 3 more Ships, their cargoes sea coal &c – when we had a violent snow storm, it being in the month of Nov. we parted with Com. Jones and then we put away for Rhode Island and arrived the last of Nov. and the *Alfred* arrived safe at Boston.<sup>3</sup>

1. Trevett's Journal, NHS.

2. Dates approximated on journal content.

3. Trevett's after the fact account is inaccurate. *Providence* parted with the *Alfred* on November 18, and consequently had no part in taking the coal ships six days later. Jones arrived at Boston December 17, and the *Mellish* on December 21 at Bedford; not in November as Trevett states.

ORDER OF MASSACHUSETTS GENERAL COURT RELATIVE TO MANNING  
CONTINENTAL BRIG *Cabot* AND STATE BRIG *Massachusetts*<sup>1</sup>

In the House of Representatives Nov. 30: 1776

Whereas a Number of Men are wanted to Enable Capts Hinman & Sowter [Daniel Souther] to proceed upon a Short Cruize by the desire & orders of the Board of War. & a Number of Coll [Thomas] Crafts Regiment are willing to go on Board said Vessels for the purposes Proposed – <sup>2</sup> Therefore

Resolved That <sup>A</sup> the Board of War be Impowered to order <sup>A</sup> a Number of sd Regiment not Exceeding fifty <sup>B</sup> to Embark on Board the Brigts *Cabot* & *Massachusetts* & with them proceed on a Cruise – Sent up for Concurrence

J Warren Spkr

In Council Novr. 30th. 1776 –

Read & Concurred with Amendment at A & B – A dele from A to A at B  
Insert, be permitted

Sent down for Concurrence

John Avery Dpy Secy

In the House of Representatives Novr 30 1776

Consented to – Read & Concurrd

B Chadbourn

J Warren Spkr

1. Mass. Arch., vol. 211, 270.

2. The occasion was a report that H. M. S. *Milford* was grounded in Penobscot Bay. However, the *Milford* got off and the project was dropped, Mass. Arch., vol. 148, 15, Board of War Minutes, 1776–1777.

ORDER OF MASSACHUSETTS GENERAL COURT RELATIVE TO BRITISH NAVAL  
PRISONERS AT NEWBURYPORT<sup>1</sup>

In Council Novr 30th 1776

Resolved That all such Prisoners, taken upon the high Seas, as are now at Newbury Port, & refuse to enter into the Service of this State, or of the United States,



be forthwith sent from Newbury Port to Marblehead, & delivered to Capt Stone Master of the Cartel Vessel now lying at Marblehead, in <sup>A</sup> order to their being transported to Halifax; and that this Order be inclosed in a Letter to the Hon. Benjamin Greenleaf Esq at Newbury Port

Sent down for Concurrence  
John Avery Dpy Secy

In the House of Representa[tives] Novr 30, 1776  
Read and Concurred with the Amendment at A vizt at A insert exchange for the same number of persons of like condition in Sent up for Concurrence

Sam<sup>l</sup> Freeman Spkr P T

In Council Novr 30t 1776

Read & Concurr'd John Avery Dpy Secy

1. Mass. Arch., vol. 211, 271.

RESOLVE OF THE MASSACHUSETTS GENERAL COURT INCREASING THE  
NUMBER OF OFFICERS IN STATE VESSELS OF WAR <sup>1</sup>

In the house of Representa[tives] Novr 30. 1776  
The Comtee Appointed to consider what officers were omitted in the late Establishment for the Armed Vessells that were necessary and to report an Establishment for each of them have attended that Service and report it as their opinion that they apprehend the officers hereafter mentioned are necessary for each Vessell and that their wages and share of prizes should be as hereafter mentioned therefore report the following resolve vizt

Resolved That in Addition to the officers heretofore Established there be a Captains Clerk a Prize Master a Second Mate a Cooper a Sergent of Marines and an Armourer, and that their pay and shares of prizes be as follows vizt –

Captains Clerk to be entitled to One Share and a Quarter of all prizes and receive P month	2.15 –
Prize Master to be entitled to one share & half of all prizes & receive P month	2.15 –
2d Mate to be entitled to one share & a quarter of all prizes & receive P month	2. .8 –
Cooper to be entitled to one share & a quarter of all prizes & receive P month	2. .8 –
A Sergent of Marines to be entitled to one share & a quarter of all prizes & receive P month	2. .8 –
An Armourer to be entitled to one share & a quarter of all prizes & receive P month	2. .8 –

Sent up for Concurrence  
J Warren Spkr

In Council Decr 3d 1776

Read & Concurr'd

John Avery Dpy Secy

1. Mass. Arch., vol. 211, 281.



"NAMES OF PRISONERS FROM THE COUNTY OF HAMPSHIRE, ORDER'D  
BY THE HONBLE [MASSACHUSETTS] COUNCIL TO MARBLEHEAD,"<sup>1</sup>

[Boston] Novr 30th 1776

Lt John Knight  
Wm Bogie Midshipman  
Wm Broughton do  
Thoms Spry do  
Robt Hanning Hitchens do  
John Atkinson do  
Philobeth Dommel do  
John Larkin do  
Bateman Baker do

Charles Elder do  
Edward Webb do  
George Cowie do  
John Dansier do  
Thoms Sproule do  
Wm Carthew do  
Justin Budd Gunner  
George Grigory McFadyen Surgeon  
John Hitch Capt of the *Success* Sloop

Mareens –

David Skurrey Sergeant  
Joseph Weathers ditto

John Gill Corporal

Sailors –

James Piper  
Wm Allen  
Jacob Culps  
Wm Rickett  
Hugh Hughes  
Edwd Burges  
Thos Browning  
James Collins  
Thos Donaldson  
James May  
John Kelley  
Charles Godman  
George Davis

John Simplin  
Wm Havelock  
Wm Allen  
Hugh Jones  
Wm Mackay  
Jonathan Ellis  
Mundrick Shaw  
Robert Light  
Wm Moore  
John Samsbury  
Thoms Anderson  
Thoms Taylor  
Thoms Peck

Mareens –

Allen Soper  
Wm Small  
John Matticks  
Danl Carregin  
John Arrow Smith  
George Smith  
John Waters  
John Stanard  
Humpfry Sweetlin  
Partrick Clark

Simpson Moore  
Wm Galvin  
John Loyd  
John Gale  
Jeremh Emmond  
Peter Handlin  
Wm Bazzel, left on the  
Rhoad at Worcester  
Peter Buzz

1. Mass. Arch., vol. 8, 172.

DEPOSITION OF NICHOLAS MARTINDALE AND GEORGE MCCREE <sup>1</sup>

In Justice to Captain Samuel Tucker, of the *Hancock*, in Return for his Civilities, We do hereby Certify, That on the 29th day of Octr last we was taken in the brig *Lively*, bound from Air to Newfoundland by the *Hancock* in the Continental Service and brought into this Port on the 13th curr<sup>t</sup> – That Capt<sup>n</sup> Saml Tucker Commander of the *Hancock*, allowed us to Remain on board the *Lively* till her arrival here, where we was trate with all manner of Civilities and Good Usage – Mr Tucker he Not Only Give Liberty for Mr McCree the Master Mate & hands of the *Lively* to take all their Goods Cloths & private Adventurs &c for their Own particular account – But after Some of the Sailors had been Robbed of Some Goods and Cloths by his people, which were amissing for Some days – He was at the pains to search for the Goods &c, which he found and Delivered, and Such part as could Not be found, he Generously paid the full price for Out of his Own pocket – He likewise has been at all manner of pains Since we arrived to intraduce us to Such Gentln as could be of any Service to us – and has done everything in his Power to make maters as easy and Agreeable to us as possible in Our present Situation.

Given Under Our hands as Witness our Subscriptions At Boston this 30th day of Novr 1776 –

Commander of the *Lively*

Nichs Martindale

Owner of her Cargo,

George McCree

1. Tucker Papers, vol. 1, 17, HU.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

[Fishkill] Novr. 30th, 1776.

Mr. Duer, pursuant to a resolution of this morning, reported certain alterations he had made in the draft of a letter to the Honble. the President of the Continental Congress, agreed to on the 28th inst. which were approved of, and by which the following was substituted instead of that part of said letter contained between the words “*defenceless parts of New-Jersey*, in conclusion of the first paragraph, and the words “*however severe the sudden reverse of fortune*,” in beginning of the last paragraph, vizt:

In perfecting the obstruction between Anthony’s Nose on the eastern shore and Fort Montgomery, we endeavoured to avail ourselves of the model of that which had proved effectual in the river Delaware, and were assisted by the advice and experience of Capt. [John] Hazelwood, but the great length of the chain, being upwards of 1800 feet, the bulk of the logs which were necessary to support it, the immense weight of water which is accumulated, and the rapidity of the tide, have baffled all our efforts; it separated twice after holding only a few hours.

*Mr. Mechin, the engineer at Fort Montgomery, is of opinion that with proper alterations it may still be of service in another part of the river, and we have, with General Heath’s concurrence, directed him to make the trial.* But we have too much reason to despair of its ever

fully answering the important purpose for which it was constructed. A like disappointment, we are informed, happened at Portsmouth, the chain intended to obstruct the navigation of that harbour, proving equally ineffectual. These considerations have induced us to explore the depth of the river throughout the Highlands, in which a committee of the Convention have been assisted by Gen. George Clinton. The distance and depth of water at the north entrance, which, on the experiment, is found to be the fittest place, will be seen by the enclosed plan. General Heath, on a conference with General Clinton, has been pleased to recommend the obstruction of the navigation in this part of the river by cassoons, and the Committee of Safety, after mature deliberation, conceiving it to be very practicable, have agreed to the further resolutions, which are herewith transmitted, They wish on account of General Washington's distance and the multiplicity of business with which he is encumbered, that the direction of this work may be committed to Major-General Schuyler, who we believe to be every way qualified to ensure its success. Timber and stones can be conveniently procured, and when the campaign terminates, the troops cantoned in this part of the country may be employed in rotation to assist in the work. If the enemy persevere in their plan of subjugating the States to the yoke of Great Britain, they must, in proportion to their knowledge of the country, be more and more convinced of the necessity of their becoming masters of Hudson's river, which will give them the entire command of the water communication with the Indian nations, effectually prevent all intercourse between the eastern and southern confederates, divide our strength and enfeeble every effort for our common preservation and security. That this was their original plan, and that General Carlton and Genl. Howe flattered themselves with the delusive hopes of uniting their forces at Albany, every intelligence confirms; and it appears to the committee that they will not give up this grand object until they shall finally relinquish the project of enslaving America.

The committee take the liberty to submit these reflections to the Honourable Congress. If they are well founded, an early and vigorous preparation to oppose the progress of the enemy in this quarter must be indispensable, and the defence and security of Hudson's river a principal object of that preparation.

*Ordered*, That a copy of the said letter, as amended, be engrossed and signed by the President and transmitted.

1. *New York Provincial Congress*, I, 724, 725-26.

#### PROCLAMATION OF ADMIRAL HOWE AND GENERAL HOWE <sup>1</sup>

Richard Viscount Howe of the Kingdom of Ireland, and William Howe, Esq; General of His Majesty's Forces in America, the King's Commissioners for restoring Peace to his Majesty's Colonies and Plantations in North-America, &c. &c. &c.

## Proclamation

Whereas by our Declarations of the 14th of July, and 19th of Sept. last, in Pursuance of His Majesty's most gracious Intentions towards his Subjects in the Colonies or Provinces of New-Hampshire, Massachusetts-Bay, Rhode-Island, Connecticut, New-York, New-Jersey, Pennsylvania, the three lower Counties on Delaware, Maryland, Virginia, North-Carolina, South-Carolina and Georgia; all Persons speedily returning to their just Allegiance were promised a free and general Pardon, and were invited to accept, not only the Blessings of Peace, but a secure Enjoyment of their Liberty and Property, upon the true Principles of the Constitution; and whereas, notwithstanding the said Declarations, and the Example of many who have availed themselves of the Assurances therein made, several Bodies of armed Men, in open Contempt of His Majesty's proffered Clemency, do still continue their Opposition to the establishment of legal Government and Peace; and divers other illdisposed Persons pursuing their own ambitious Purposes in the Exercise of a lawless influence and Power, are using fresh Endeavours, by various Arts and Misrepresentations to alienate the Confidence and Affection of His Majesty's Subjects; To defeat every Plan of Reconciliation, and to prolong the unnatural War between Great Britain and her Colonies: Now, in order to the more effectual Accomplishment of His Majesty's most gracious Intentions, and the speedy Restoration of the public Tranquillity; And duly considering the Expediency of limiting the Time within which such Pardon as aforesaid shall be granted, and of specifying the Terms upon which only the same shall and may be obtained, We do in His Majesty's Name, and by Virtue of the Powers committed to Us, hereby charge and command all Persons whatsoever, who are assembled together in Arms against his Majesty's Government, to disband themselves and return to their Dwellings, there to remain in a peaceable and quiet Manner.

And We also charge and command all such other Persons as are assembled together under the Names of General or Provincial Congresses, Committees, Conventions, or other Associations, by whatever Name or Names known and distinguished, or who under the Colour of any Authority from any such Congress, Committee, Convention, and other Association, taken upon them to issue or execute any Orders for levying Money, raising Troops, fitting out armed Ships and Vessels, imprisoning or otherwise molesting His Majesty's Subjects to desist and cease from all such treasonable Actings and Doings, and to relinquish all such usurped Power and Authority, so that Peace may be restored, a speedy Remission of past Offences quiet the Apprehensions of the Guilty, and all the Inhabitants of the said Colonies be enabled to reap the Benefit of His Majesty's paternal Goodness in the Preservation of their Property, the Restoration of their Commerce, and the Security of their most valuable Rights, under the just and moderate Authority of the Crown and Parliament of Great Britain: And we do hereby declare, and make known to all Men, that every Person who within Sixty Days from the Day of the Date hereof shall appear before the Governor or Lieutenant Governor, or Commander in Chief in any of His Majesty's Colonies or Provinces aforesaid, or before the General or commanding Officer of His Majesty's Forces in America, or any other Officer in His Majesty's Service, having the Command of any Detachment or Parties of His Majesty's Forces there, or before the Admiral or Com-



mander in Chief of His Majesty's ships of War, or any armed Vessel in His Majesty's Service, within any of the Ports, Havens, Creeks, or upon the Coasts of America, and shall claim the Benefit of this Proclamation, and at the same Time testify his Obedience to the Laws, by subscribing a Declaration in the Words following, "I, A. B. do promise and declare that I will remain in a peaceable Obedience to His Majesty, and will not take up Arms, nor encourage Others to take up Arms, in Opposition to His Authority," shall and may obtain a full and free Pardon of all Treason and misprisons of Treason, by him heretofore committed or done, and of all Forfeitures, attainders, and Penalties for the same; and upon producing to Us, or either of Us, a Certificate of such his appearance and Declaration, shall and may have and receive such Pardon made and passed to him in due Form.

Given at New York, this Thirtieth Day of November, 1776

By Command of their Excellencies,

Hen. Strachey

Howe.

W. Howe.

1. *Connecticut Gazette*, December 20, 1776, where the proclamation is introduced thus: "The following is a Copy of a Proclamation which was a few Days since brought from Long-Island, and is said to have been printed in New York, by one Macdonald & Cameron."

#### GEORGE WASHINGTON TO THE CONTINENTAL BOARD OF WAR <sup>1</sup>

[Extract]

Head Quarters, Brunswick, November 30, 1776.

Gentn: I am to acknowledge the receipt of your favors of the 18th. 19th and 23d Instant, which, from the unsettled situation of our affairs, I have not been able to answer before.

That of the 18th incloses a list of Stores taken in the *Hancock and Adams* Continental Ship and carried into Dartmouth in New England, with a Resolve of Congress to deliver the Muskets, Powder, Lead and Flints to my order, as the other Articles of the Cargo will be full as useful to the Army, as those included in the Resolve, I would advise, that you given directions to have the whole Cargo removed from Dartmouth to some secure place in the Neighbourhood of Philadelphia, and there deposited till call'd for. It is by no means proper, that so great a Quantity of Military Stores should be lodged with the Army, especially at present, as we know not today, where we shall be obliged to remove tomorrow, and that will in all probability be the case, while the Enemy continue with a light Army on this Side the North River.

1. Fitzpatrick, ed., *Writings of Washington*, VI, 316-17.

#### WILLIAM HOOPER TO JOSEPH HEWES <sup>1</sup>

[Extract]

[Philadelphia] November 30th [1776]

In Lat. 32. Long. 70. A man just arrived at Baltimore saw 160 large Vessells steering SW. & WS.W, were these intended for Chas'town, you know before this, it is suspected that they are a fleet which Burgoyne with Men is carrying to the Southward <sup>2</sup> - Rise My dear Carolina Men - Rise to A Man, to the Southern Provinces is reserved for aught I know the glorious task of rescuing America from Slavery here & hereafter -

1. HL. Also on microfilm at UNCL.

2. The fleet which generated this report consisted of empty transports bound for England.



MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] November 30th, 1776

*Resolved*, That in the present allarming situation of our affairs, it is Highly expedient that no vessells should be suffered to depart this Port untill further orders from this board.

The Commodore was directed to stop all vessels from passing thro' the Chevaux de Frize

*Ordered*, That Capt'n William Brown do furnish a Guard for the Salt Vessels, when applied to by the Salt Committee for that purpose.

1. *Pennsylvania Colonial Records*, XI, 22, 23.

JOURNAL OF H. M. S. *Orpheus*, CAPTAIN CHARLES HUDSON <sup>1</sup>

November 1776 Do Cape [May] No 29° Wt 15 Leagues  
 Saturday 30th at 8 AM fired three Six poundrs a Signal to tack at 11 saw a Sail to the SE made sail, and the Sigt to Chace, got up the Main top Gallt. Yards, and set Studdg. Sails. Sailmakers repairing the Fore Top Gallt sail.  
 First part fresh gales, mid & latter Mode & Clear Wr at 4 Brought the Chace too, a Sloop from Bourdeaux for New York <sup>2</sup> shorten'd sail and got Main Top Gallt Yards Down.

1. PRO, Admiralty 51/650.

2. *Samuel*, John Hutchins, master, with saltpeter, sulphur, salt, canvas, and coarse linen, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Sirs Capt. John Carry is in Want of a Mate as he informs Mee, there is a Good Looking yongue Man that Came Mate of a Prise Skooner <sup>2</sup> taken By Capt Cook that is Willing to Emedelly Enter With Capt Carry as Mate But Capt Cook Will Not Releas him Without your Orders So Would have you Write him I have Done all in My Powr to Get him But it Dont Seem Satisfactory to Capt Cook as I have Wrote you So often this [illegible] I ad No More from [&c.]

JeSse Hollingsworth

hee has a Boy Prentis to him Self Which hee Expects With him Pleas [illegible] it to Capt Cook — I have a Plied to Capt Cook in Person hee Says hee Must have your Instru[c]tions has Not Seen Mr Nicollson [Benjamin Nicholson] the Guge of the Court of Admaltury as yet Nor Do I think Mr Nicollson Will undertake in this Case So Pleas to Bee full on the Matter  
 [Baltimore] Novembr 30 – 1776

1. Red Book, XIII, Md. Arch.

2. The schooner *Nancy*, taken by Captain George Cook in the Maryland Navy ship *Defence*, Admiralty Court Papers, 1776–1781, Box 1, Folder 5, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Saturday November 30th 1776

The Board being informed that Capt. Lilly has not yet sailed notwithstanding repeated Orders have been given him for that purpose. It is therefore

Ordered that the Navy Board be requested to make strict Enquiry into the Conduct of Capt. Lilly who is suspected of having made unnecessary Delays <sup>2</sup>

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 257, 259.

2. Lilly commanded the brig *Liberty*.

VIRGINIA NAVY BOARD TO VAN BIBBER & HARRISON, ST. EUSTATIUS <sup>1</sup>

Gentlemen, At the request of his Excellency the Governour and the honble the Council we have consign'd You by the Schooner *Adventure* Captain William Saunders 100 Barrels of good [flour] for which you have Invoice and Bill of lading inclos'd You'll be pleas'd to dispose of it at the best price your Market will afford and invest the proceeds as p[er] Invoice for returns herewith sent you. We rely on your giving the Captain all necessary assistance and as great dispatch as possible and for your procuring the Goods order'd on the best terms and of good qualities –

This Cargo is purchas'd and consign'd You on the public Account of the State, and there are several other Cargoes now purchas'd and to be purchas'd on the same Account, and shou'd we meet with success in this Adventure it may determine us to send several of the other Cargoes to your Island and of course to your address. Be pleas'd to direct your Letters and returns in consequence of this consignment to Thomas Whiting Esqr 1st Commissioner of the Navy Virginia –

(Signed) Thomas Whiting 1st Comr

[Williamsburg] 30th Nov. 1776 –

1. Navy Board Letter Book, VSL.

1 Dec. (Sunday)

JOURNAL OF H. M. S. *Niger*, CAPTAIN GEORGE TALBOT <sup>1</sup>

November 1776	Crane Neck NEbE 1 Mile & a 1/2
Saturday 30	Strong Gales & Squally at 4 PM let go the sml Br Veer'd to a Cable & a 1/2 on the Bt
December 1776	at 8 AM Arriv'd here a Sloop from stratford in New England
Sunday 1st	having on board the Mayor of New York, <sup>2</sup> & some other Passengers who had made their escape from the Rebels

1. PRO, Admiralty 51/637.

2. David Matthews.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

[Fishkill] Sunday, P.M. December 1st, 1776.

A draft of a letter to be addressed to John Teller, John Elmendorf, Jeremiah Clark and Nicholas Brewer, Junr. appointed agents for collecting boats, scows and crafts by the third resolution passed yesterday for obstructing the navigation of Hudson's river, was read and approved of, in the following words, vizt:

Decr 1st, 1776.

Sir: – The necessity of obstructing the navigation of Hudson's river near Pollepel's Island, having been resolved upon as an object of the

utmost moment to the safety of this State, the enclosed resolutions have been adopted.

The advanced season of the year requires that the preparations should be made with the utmost vigour; and from an opinion which the Committee of Safety entertain, of your activity and zeal for the common cause in which we are engaged, they have unanimously appointed you to the trust mentioned in the said resolutions. They entertain no doubt that you will execute it with fidelity, despatch and cheerfulness.

I am, sir [&c.] By order.

1. *New York Provincial Congress*, I, 724–25.

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

Long Island Sound 1st Decr The Expedition fleet weighed anchor at daybreak, with a fine wind at S. all went safely through Hellgate, and at 3 in the afternoon anchored near Whitestone, & not far from Frog's-point. Here we found the *Brune*, *Mercury*, and *Kingsfisher*, appointed, with some others not yet joined, to Convoy us. Some of the ships which did not leave New York yesterday, came down this Evening. Commodore Hotham, who Commands this part of the fleet, hoists his broad pendant on board the *Brune*.

No accident happened to any of the Ships in passing through Hellgate, notwithstanding the extreme narrowness and difficulty of the passage, and the rapid tide which sets through. The day being very clear and fine, the appearance of so many large ships going through such a narrow and dangerous passage, in a line ahead, with all their sails set, and with considerable velocity, afforded a grand and pleasing sight. In some places a stone might have been thrown on either shore.

The tide, at some times, runs 7 or 8 knots an hour in this passage, and I have several times seen large transports pass through with a contrary wind, Stern foremost, with all sails set.

During the time the army has been on New York Island, very few accidents have happened, considering the great number of vessels which have passed through this dangerous Channel. They have frequently touched the Rocks, but no ship has been lost. The best time to go through is at the beginning of the flood tide, and near high water, as then the strength of the Current is much abated. It is safer to go from New York into the Sound, than the contrary. Before the arrival of the Army at New York, it was very uncommon for any vessel drawing above 10 or 12 feet water, to attempt going through this passage.

1. *Mackenzie's Diary*, I, 117–18.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

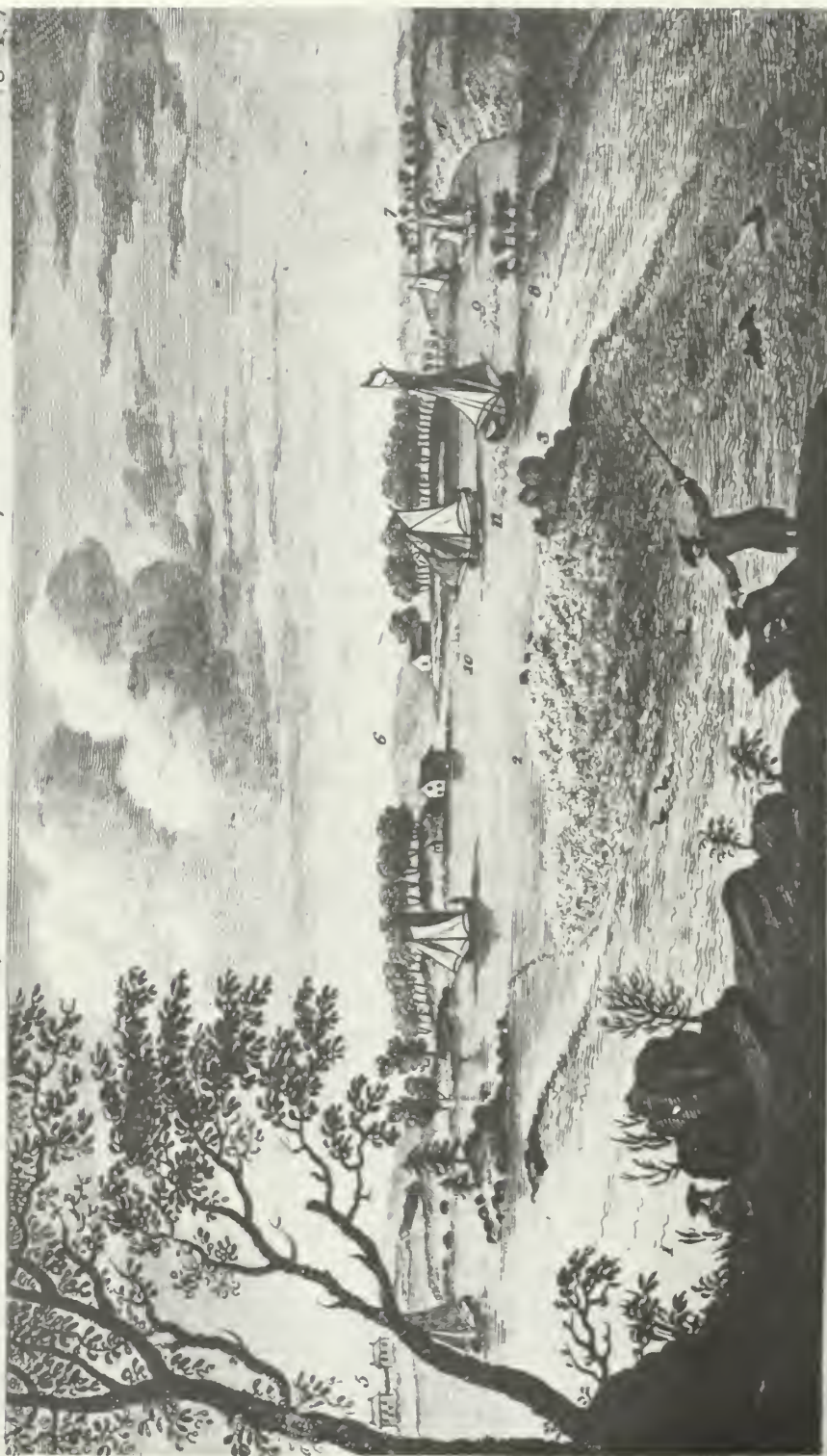
At a Special Meeting [Philadelphia] December 1st, 1776.

*Resolved*, That Mr. William Richards & Mr. Mathew Clarkson be appointed to provide every necessary for accommodating the militia on their passage from here to Trenton, to have Oars fixed to each Shallop, and proportion the number of men each can carry.



# *East View of Hell Gate, in the Province of New York.*

*London Mag. Apr. 17*



*A. Williams del. 1735*

- 1 Horn's Hook.
- 2 The Gridiron.
- 3 Hancock's Rock.
- 4 The Mill Rock.
- 5 Morrisena.
- 6 Behavannas Island.
- 7 Pinfold's Place.
- 8 The Pot.
- 9 The Hogs back.
- 10 The Frying Pan.
- 11 The Gridiron.

Dispatched expresses to Chester, Philad'a, Bucks & Northampton counties, to hasten the march of Militia to reinforce Gen'l Washington in New Jersey.

1. *Pennsylvania Colonial Records*, XI, 24–25.

RICHARD HENRY LEE TO CAPTAIN JAMES MAXWELL <sup>1</sup>

Sir

Philadelphia 1st Decr 1776

The Congress having resolved immediately to undertake the building of two Ships of War of 36 guns each in Virginia as directed by the Marine Committee to apply to some proper persons in that State to Superintend the business. You Sir have been recommended so strongly to me by Gen. Stephen and others as a person of great fitness for this business; and not doubting but that you may comply with this, altho you are the same way employed by our Government, I do in the name of the Committee request you will, taking the advice of the Navy board in Virginia, determine on the most safe, and in other respects most fit place or places to put these Ships upon the Stocks at. Safety against the enemy is a very necessary object, and proper water for Launching. Convenience for getting proper timber you will consider. I suppose it will be no objection if both these Vessels are put upon the Stocks at the same place but in determining on the place or places, not private or local but public considerations are to govern. A Master Builder with 4 or 6 Workmen will soon go from hence to Virginia for this business, and I have no doubt but a sufficiency of other workmen will be to be had in that State to carry on the work briskly – The Builder desires that the Trees may be immediately felled whilst the Sap is down, that a quantity of Locust Trunnels be split 1½ inches, and in length from 18 to 30 inches. That Sawyers be employed to get up plank (White oak) of 3½ inches. These things and whatever else may be immediately necessary for the right pursuit of this business you will take care to have done, and your drafts for the expence created by the same, on the Chairman of the Marine Committee of Congress, shall be duely honored. One or more Associates will be joined with you in this Agency, but for the present you will singly do what is necessary, and for your trouble you will be liberally compensated by Congress. The Board of Assistants are directed to prepare a proper draught of these Ships which shall be forwarded to you when ready. Let me have your answer to this letter by return of Post. I am Sir [&c.]

Richard Henry Lee

P.S. The Builder tells me that Cedar, Locust, Pitch Pine, or Wild Cherry tree, will be the proper Timbers for upper works.

1. C. Stribling Snodgrass Private Collection, Martinsburg, West Virginia.

PAY ROLL OF CAPTAIN ROBERT MULLAN'S MARINE COMPANY TO  
DECEMBER 1, 1776 <sup>1</sup>

Captain.	Robert Mullan, June 25, 1776.
First Lieutenant.	David Love, June 25, 1776.
Second Lieutenant.	Hugh Montgomery, June 25, 1776.
Sergeants.	James Coakley, July 1, 1776.
	Andrew Read, August 22, 1776.



## Corporals.

## Drummer.

## Fifer.

## Privates.

John McKinley, August 2, 1776.  
 Warwick Hattabough, September 13, 1776.  
 George Murray, August 27, 1776.  
 Adam McFerson, October 22, 1776.  
 John Crips, October 13, 1776.  
 Joseph Grumley, September 17, 1776.  
 Collin York, June 25, 1776.  
 Peter York, June 25, 1776.  
 John Hogg, August 21, 1776.  
 William Barnett, September 1, 1776.  
 Lawrence Lessee, September 3, 1776.  
 Benjamin Woodin, August 12, 1776.  
 Robert Gilmore, August 28, 1776.  
 William Allison, September 2, 1776.  
 John Stone, September 2, 1776.  
 Daniel Forsman, September 2, 1776.  
 William Carcill, August 19, 1776.  
 Henry Sharp, September 1, 1776.  
 George Campbell, August 4, 1776.  
 James McIllear, August 8, 1776.  
 Stephen Rutledge, August 22, 1776.  
 James Stevenson, August 22, 1776.  
 Votier Gawden, September 9, 1776.  
 Thomas Murphy, September 2, 1776.  
 Robert Work, August 16, 1776.  
 Patrick Quigley, July 16, 1776.  
 Mark Sullivan, September 10, 1776.  
 John McFall, August 5, 1776.  
 William Stone, September 5, 1776.  
 Stephen Archer, August 13, 1776.  
 James Cane, September 9, 1776.  
 Daniel McCarty, turned over to *A. Doria*, August 10, 1776.  
 Michael Kelly, September 12, 1776.  
 Neil Farron, August 16, 1776.  
 William Beauchamand, September 4, 1776.  
 Henry Dehart, September 2, 1776.  
 William Campin, September 11, 1776.  
 John Speer, August 16, 1776.  
 George Lafberry, August 5, 1776.  
 Jacob Guy, August 19, 1776.  
 Francis Quin, August 15, 1776.  
 Owen Ward, turned over to *A. Doria*, August 4, 1776.  
 Robert Douglas, September 2, 1776.

John McClure, August 16, 1776.  
 John Gilmore, August 28, 1776.  
 Thomas Gough, August 28, 1776.  
 Richard Keys, October 3, 1776.  
 Michael Millar, October 3, 1776.  
 William Rively, October 10, 1776.  
 Edward Smith, October 2, 1776.  
 William Rich, September 8, 1776.  
 Robert Elder, September 7, 1776.  
 Edward Ashberry, August 29, 1776.  
 Barney Maloy, September 12, 1776.  
 Thomas McKey, August 27, 1776.  
 Allan McKey, August 27, 1776.  
 John Getty, September 11, 1776.  
 Enoch Jenkins, September 13, 1776.  
 Henry Hassan, September 10, 1776.  
 John Lewis, September 25, 1776.  
 Henry Ripshon, October 21, 1776.  
 Patrick Harvy, September 17, 1776.  
 William Dougherty, November 12, 1776.  
 Isaac Walker (negro), August 27, 1776.  
 Orange (negro), October 1, 1776.  
 Thomas Caldwell (deserted), August 20, 1776.  
 Jesse Redding (deserted), September 2, 1776.  
 Patrick Russell (deserted), August 11, 1776.  
 Alexander Cummins (deserted), September 1, 1776.  
 John McCashon (deserted), August 21, 1776.  
 Hugh Conolly (deserted), September 8, 1776.  
 John McClosky (deserted), August 29, 1776.  
 Thomas Mewhinney (deserted), August 31, 1776.  
 John Fritzinger (deserted), August 31, 1776.  
 John Lowrey (deserted), August 31, 1776.  
 John Hill (deserted), August 16, 1776.  
 Thomas Sappington (deserted), September 7, 1776.  
 Joseph Boyce (deserted), August 29, 1776.  
 William Taylor (deserted), October 10, 1776.  
 Daniel Cloud (dead), August 21, 1776.  
 Thomas Atkinson (dead), August 23, 1776.  
     pr. H. Montgomery, Lieut.  
     Samuel Nicholas, Major.

THOMAS SMYTH TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

[Extract]

Chester Town December 1st 1776

The Roe Gally that is building at my Yard is nearly ready to launch the Cables and Anchors are wanting to secure her when in the Water, the Guns are wanting to enable the Carpenters to make the Carriages and the pig Iron for Ballast – the Council will please to direct me what name to call her –

Mr Thomas Coursey who stands on the List of Applications would accept of the Command of her I am told he is very capable and was all last War engaged in the Sea service and had the command of a Privateer; or he would accept of the Command of one of the Province Merchant Vessels. Mr Coursey is well known to several Gentlemen of your Board – The Council will please to excuse the liberty I have taken in mentioning Mr Coursey . . .

1. Red Book, XIII, Md. Arch.

“EXTRACT OF A LETTER FROM JAMAICA, DEC. 1.”<sup>1</sup>

The *Lady Keith* armed schooner has been remarkably successful in her cruizes. She is just returned with two prizes, which she took off the island of Hispaniola; they sailed from the continent together, but parted in a gale of wind. The *Lady Keith* fell in with one of them first, which she took, and the next day met with the other, and has brought them both in here. They are laden with provision and lumber, and though no great prizes to the Lieutenant who commands her, yet will be of great service to the island, as we are in want of such cargoes, and wish we had 50 such in Port Royal Harbour.

1. *London Chronicle*, February 1 to February 4, 1777.

VICE ADMIRAL JAMES YOUNG TO LIEUTENANT JOHN P. ARDESOIF,  
H. M. BRIGANTINE *Pelican*<sup>1</sup>

(Copy)

You are hereby required and directed to proceed immediately with his Majesty's Armed Brigantine *Pelican*, under your Command to Prince Ruperts Bay Dominica, and forthwith compleat the Brigantines Wood and Water: Whilst you are employed on that Service, you are likewise to endeavour to Compleat the Complement of Seamen allotted to the Brig; but as soon as the Service of Wooding and Watering is performed at Prince Ruperts Bay you are then to proceed to Rosseau, Dominica, where you are to remain four days; and during that time are to use the utmost diligence to raise as many Seamen for the Kings Service as you possibly can, entering as many on the *Pelicans* Books as will compleat her allowed Complement; and bear the remainder on a Supernumerary List for Victuals 'till you join me. You are afterwards to Sail on a Cruize ranging along the French Islands of Martinique, St Lucia, and Guadalupe, and are to use your utmost endeavours to intercept and make Capture of all Ships and Vessels belonging to, or Owned by any of the Inhabitants of the associated Colonies in North America, now in Rebellion; and of all other Ships or Vessels whatsoever that you may meet with either going to Trade or coming from Trading with any of the aforesaid Colonies, taking care strictly to comply with the General Orders you

have already received from me concerning them. And whereas I have received Intelligence that several small American Privateers are hovering about the Bays, Roads &c of the French Islands, from whence they push out to annoy and intercept the Trading Vessels belonging to his Majesty's Loyal Subjects; You are therefore further required to look into said Bays, Roads &c about the several French Islands within the Station now appointed you; and use your utmost endeavours to take, sink, burn, or otherwise destroy all such Privateers or Armed Vessels belonging to the aforesaid Rebellious Colonies as you may meet with at Sea; but are not to attack them in the French Bays, Roads &c whilst under the protection of their Forts –

You are to remain on this Service 'till the 21st Decemr and then return and join me in English harbour Antigua.

Given &c 1st Decemr 1776

J. Y.

By Command of the Admiral G. L.

1. PRO, Admiralty 1/309.

#### COUNT D'ARGOUT TO GABRIEL DE SARTINE <sup>1</sup>

[Extract]

Martinique

No. 180

My Lord, I have often received requests in writing from New England Privateers who wished to know if they could bring here prizes captured on the high seas; I have always refused to answer such queries and I only informed them orally that they had better take them to New England. I am with respect [&c.]

D'Argout

Fort Royal, 1 December 1776.

1. AN, Marine, B<sup>7</sup>, 458, 51, LC Photocopy.

#### 2 Dec.

#### PROCEEDINGS AT FORT CUMBERLAND, NOVA SCOTIA <sup>1</sup>

Decr 2d Captn [George] Dawson of the Armed Brigg *Hope* arrived in the Harbour with a large Victualing Ship from Halifax, in this passage took the *Independance* Rebel Brigg with 14 Guns and One hundred Men, he offer'd to supply the Garrison with Four Six pounders and Eight four pounders which was readily received;

1. Proceedings at Fort Cumberland, PRO, Colonial Office, 217/53, 12, DAC Photocopy.

#### JOHN LANGDON TO GEORGE WASHINGTON <sup>1</sup>

Sr

Portsmo Decemr 2d 1776

I Recd (a few days Since) an order from the Honbl Continental Secret Committee to forward Sixty thousand flints to your Excellency at Newyork, in obedience to which I herewith, send by the Bearer Mr Yeaton, fifteen Caggs Containing abt Sixty thousand flints, which I wish safe to hand We have no

Intelligence this way worth Communicateg, our Privateers do great execution, and had we guns for our Continental ships, they would give great Assistance to your Excellency's Operations, by Cuting off, the Supplies, of the British Army – May Heaven Crown your endeavours, with Success, and that you may live to Receive the Applause of Your greatful Country, is the most Ardent wish of your [ &c. ]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

#### ORDER OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

In Council [Boston] Decr 2d 1776

Ordered that the Commanding officer at Castle Island be and hereby are directed to Deliver to Cap Hector McNeil for the use of the Ship *Boston* all the old Useless & Broken Cannon & Mortars there taking an Account of the Weight of the same & the Agents of the Middle District be and hereby are directed to deliver to Cap Hector McNeil all the Iron Ballast that belonged to the Armed Sloop Called the *Republic* for the use of the Continental Ship *Boston*.

1. Mass. Arch., vol. 173, 54.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 2d Decemr 1776 A M

Voted that the Agent be directed not to dispose of any of the Articles of the *Julius Caesar's* <sup>2</sup> Cargo, which are wanted by this Board, & minuted as follows – Viz

230 Barrells & 21 Teirces Pork –  
 126 Barrells Beef –  
 104 Boxes common Candles  
 32 half hhds Vinegar  
     All the Medincine  
     All the Nails – 77 Casks Smerneys  
     All the Tobacco – 1 Barrell Pepper  
 15 ps Oznabrigs  
 10 ps 3/4 brown Duck  
     9 ps brown Drabs – 12 ps white do  
 15 ps brown Siliesias  
     All the Linnens excepting the Lawns  
 200 Barrells fine Flour  
     7 hhds Oatmeal – 7 hhds Barley –  
     3 hhds Pease – 112 Bags Bread –  
 100 Casks Butter – 500 felt Hatts –  
 10 Tons Cordage –  
     Woolens, Shoes, Boots & Checks –

Voted That Colo Crafts be desired to purchase 400 hand Granado's



Voted that Mr [John] Appleton be notified that the Board have made choice of him for their Book-keeper –

Adjourn'd 'til 3 o Clock PM –

Attest Jon Loring Austin Secy.  
Boston 2d Decr 1776 PM

Voted that the President be empower'd to charter Four Schooners to go to Baltimore for Loads of Flour, & one Schooner to go to South Carolina for a Load of Rice –

Voted That the President be also empower'd to contract for a Quantity of round Shott & Spears –

Voted That Mr [Samuel P.] Savage be desir'd to write to the Proprietors of the Iron Works at Hardwick, to know if they will contract for a Quantity of round & bar Shott –

Upon a Return of sundry Articles necessary for the Laboratory at Boston Voted, that Colo Crafts be & hereby is impower'd & directed to procure – Ten pounds Cotton Wick – Fifteen Rheams Cartridge Paper – Fifty Sheep Skins – Thirty Hammers – Fifty pair Pinchers – Twenty five Budge Barrells – Three Ginns – Three Falls & Slings for ditto – Six common Lanthorns – Twelve water do Six sets Powder Measures – Thirty Havre Jacks – Twenty sets drag Ropes – Twenty pair Shell Hooks – Thirty oil Cloths – One hundred Gimblets – Thirty four tube Boxes – Fifteen hundred tin Tubes – Three Horses – Two Waggons – Four Powder Carts – One pair Trucks – One thousand pounds slow Match – Twenty Rheams Musket Cartridge Paper – Two Rheams writing Paper – Five paid double Bellows – Two dozen small Sheers – Two Chaldron Sea-Coals – Forty pounds thread – Six Lawn Seeives – Four dudgeon Boxes – Copper for Ladles – Ash Logs – & with Regard to the larger Articles here enumerated to make Return to the Board before he contracts – Also to engage an Armourer, & make a general Return of his doings as soon as may be –

1. Mass. Arch., vol. 148, 17–21.

2. *Julius Caesar* was the prize of the Massachusetts sloop *Republic*, Captain John Foster Williams.

#### JOHN BRADFORD TO JOHN HANCOCK <sup>1</sup>

Boston 2nd Decr 1776

I this hour Recd a Ltr from poor Capt [William] Burke late Commander of the *Warren* he is now a prisoner in [New] York on board a Guard ship very Ill waiting to be exchangd for Lieut Bowger [Richard Boger] a prisoner at German town near phila I need not urge the matter to a Gentleman of your Benevolent mind, I wrote to the Amiable General under the 9th Novr to let him know that Capt Burk was Saild from hallifax to be exchanged, but his mind is so engaged that no provision is made to release poor Burke, he is a Brave man and I could have wished him a Better Fate I have the honr to be with the greatest truth [&c.]

J B

1. John Bradford Letter Book, vol. 1, LC.

DIARY OF BENJAMIN MARSTON <sup>1</sup>

[Plymouth] Decr 2. — Salt is now at 10/ Ster. p bush: flour at about 6 dollars p Ct wt woolens & Linnens are scarcely to be had — & yet This miserably deceived People are made to believe they can Support an independency — Bread corn has got to a price wch was hardly ever Known in times of the greatest dearth & yet there were scarcely ever better crops — what will it be next Spring? The time when this Province — (State I mean — I beg pardon — ) used to receive some hundreds of Thousand bushells of grain from the Southern provinces — There is now an order for draughting every fourth man to releive the army, whose term of service is within a few days of expiring — What a miserable figure must such a new-raised raw undisciplined unprovided body of people make, when opposed to experienced veteran Troops, well provided with every thing necessary to live in the feild & commanded by Officers & a General who have acquired the Knowledge & Skill in the Art of war by long Service, & by being engaged against the best troops in the world; excepting the British — Their Infatuation is beyond all example — God have mercy upon them, & open their Eyes. —

1. Marston Diary, UNBL.

*Newport Mercury*, MONDAY, DECEMBER 2, 1776

Newport, December 2.

The sloop *Providence*, Capt. Hacker, arrived in a certain port last Wednesday [November 27], from a cruise in company with the *Alfred*, having taken a rich ship, a brig and snow, the brig we mentioned in our last to have arrived safe; and 'tis said the *Alfred* and the other 2 prizes, are safe in port at the eastward

COLONEL JOSEPH NOYES TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Westerly December 2nd 1776 —

May it please your Excellency

This Day between the Hours of ten & Eleven oClock, Hove in Sight a fleet of Eleven Sail of large Vessels Square Rigged Supposing them to be the Enemys fleet, Standing in between Montauk & Rhode Island, and thinking it a matter of the Greatest Importance that your Excellency Should have the Earliest Notice thereof, I hereby Send my Son as Express with these few lines, and think these Ships now in Sight are only a part of the fleet as I Discovered but a few in the beginning, and are Continually appearing in Sight, the foremost which is the largest now in Sight having put about and put back for the last which hove in Sight, but Spoke every one of the Vessels as She passed by; Supposing their Destination to be for Newport, I have Accordingly Issued Warrants for my regiment to Hold themselves in Readiness to March at an Hours Warning any where within the State where Exigency may require, they have all hove to and are now opposite to my House I am Sir [&c.]

Joseph Noyes

1. Letters to the Governor, vol. 8, 1776, R. I. Arch.

COLONEL JOSEPH STANTON, JR. TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Westerly 2nd December 1776 –

May it please your Excelency

I this moment with Certainty Discover Ten Sail of topsail Vessels Standing to the Northward and Eastward which I dout Not is the British fleet that General lees Adecamp Refers to in his Letter to your Excelency of the 21st of Last month, in all probability, if the wind Stands they Will Be in the Harbour of Newport before Sunset. I therefore think it my duty to Acquaint your Excelency of it Immediately Your [&c.]

Jos: Stanton Junr

PS While I am Writing I See Sundry Sail more J S

1. Letters to the Governor, vol. 8, 1776, R. I. Arch.

LIEUTENANT BENJAMIN STELLE TO COLONEL JOHN COOKE <sup>1</sup>

Sir Block Island 2 Decbr 1776 8 oClo P M –

This Evening About Sunset came to Anchor off the West End of this Island Eleven Sail of British Ships Armed four of which are Frigates from 28 to 32 Guns the Others from 40 to 60 Gun Ships they Anchored so Nigh I could distinctly Count their Guns there are Likewise three Ships those I suppose that are stationed here a Cruizing to the Eastward I saw them to day at 12 oClo at About 8 or 10 Leagues Distance bearing About ENE. All of which are bound into Rhode Island with out Doubt. I will not presume to dictate what may be done on this Occasion but that they will be with you to morrow is my sincere Opinion. God grant you Wisdom and Fortitude – I have not yet had any Oppertunity to Exchange my Prisoners nor put them on board a British Ship Am tired of Staying here. I now Despair of an Oppertunity of Exchange – Am Yours [&c.]

Benj Stelle

[Endorsed] A True Copy – Recd Dcbr 3d 2 oClo P M –

1. Letters to the Governor, vol. 8, 1776, R. I. Arch.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON <sup>1</sup>

December 1776

Block Island N 34° W 15 Leags

Mondy 2d

at 8 AM Saw a Sail bearing NNW at 9 Tack'd ship in chace of a Schooner, fir'd 8 three pounders & One Nine to bring her too Spoke her from New London at ½ past brought too with the main top Sail to the mast & fir'd one three pounder & a Swivel at the Schooner to make her make more Sail At Noon in Compy wh the Schooner.

First part fresh Gales & Clear Weathr middle & Latter parts Light Airs & Clear Weathr at 1 PM hoisted out the Cutter & sent 4 Men on board the Schooner from New London bound

to Hispaniola wh Stock & horses at 2 PM Hoisted the Cutter  
in & Made Sail

1. PRO, Admiralty 51/420.

"FORM OF SAILING OF THE FLEET UNDER THE COMMAND OF SIR PETER PARKER.  
*Chatham, OFF BLOCK ISLAND, 2D DECR 1776*"<sup>1</sup>

	<i>Chatham</i>	
<i>Experiment</i>	{ Lieut Knowles's, Transports Lieut Parry's, Transports }	<i>Asia</i>
	<i>Renown</i>	
<i>Emerald</i>	{ To repeat Signals, as Com- mander in the 3rd post }	<i>Brune</i>
<i>Sphinx</i>	{ Lieut Dickinson's, Transports Lieut Sutherland's Ships }	<i>Centurion</i>
	<i>Preston</i>	

A Man of War will be ordered to bring up against any Battery that may be  
at the entrance of the harbour, that the Transports may pass under her cover.

1. *Mackenzie's Diary*, I, 120.

#### DIARY OF FREDERICK MACKENZIE<sup>1</sup>

[Long Island Sound] 2d Decr Fresh wind at E. with rain.

The fleet remains at anchor near Frog's point.

The *Earl of Effingham* and some other ships changed their births, and  
anchored further in round the point, in order to be out of the strength of the Tide.

A hard gale of wind during the latter part of the day, at S. attended with  
rain.

The Masters of Ships received orders, sealed up, to be opened in case of  
separation.

1. *Mackenzie's Diary*, I, 118.

#### SAMUEL TUDER TO THE NEW YORK COMMITTEE OF SAFETY<sup>1</sup>

Gentlemen –

Poughkeepsie, 2nd December, 1776.

We have just received a letter from the marine committee, directing us in  
every matter to take your directions. We shall proceed with the ships as soon as  
wind will permit.<sup>2</sup> When we leave the yard, there will be a quantity of plank,  
timber, and stores left, which we beg your advice what to do with. We think it  
would be prudent to pile up the plank and timber, and lock the stores up in the  
shops. It may likewise be prudent to have a man to take care of them. It has been  
hinted to us that you intend building floating batteries; if so, we conceive our  
carpenters (the bulk we have just discharged) would be very useful to you, and  
may now engage, though some are daily going away; the sooner you let us know  
whether you want them the better. We are, gentlemen, [&c.]

Saml. Tudor

1. *New York Provincial Congress*, I, 731.

2. The Continental frigates built at Poughkeepsie.

*New-York Gazette*, MONDAY, DECEMBER 2, 1776

New-York, December 2.

On Tuesday [November 26] the *Perseus* and the *Galatea*, two Frigates sheathed with Copper and reckoned to out-sail almost any Vessels that can be framed, came into the Harbor from a Cruize. The *Galatea* alone has taken or retaken 15 or 16 Prizes, and sent them safe into Harbor.

Thursday last several Transports full of Troops and military Stores passed up the East River into Connecticut Sound: At the same Time Sir Peter Parker and Mr. Hotham with the *Asia*, *Renown*, and other Men of War fell down to the Narrows, in order to join the above Transports, as 'tis supposed, about the East End of Long-Island. Various Conjectures are raised concerning their Destination.

On Saturday the *Camilla* with a large Fleet of Victuallers under Convoy, arrived safe in the Harbor.

On Wednesday the *Roebuck*, Capt. Hammond, came down from her Station up the North-River.

JOURNAL OF H. M. S. *Eagle*, CAPTAIN HENRY DUNCAN <sup>1</sup>

Decemr 1776

Moored off New York

Monday 2d At 10 AM made the *Bristols* Signal for a petty Officer came down the No River a prize Row Galley.

1. NMM, Admiralty L/E/11.

JOURNAL OF H. M. FIRESHIP *Strombolo*, CAPTAIN  
SAMUEL WITTEWRONGE CLAYTON <sup>1</sup>

December 1776

Moor'd with a Cable each way off New York

Monday 2d Moderate & Cloudy Weather, this Day I came on Board & took Command of the Ship <sup>2</sup>  
P.M. the *Roebuck* & *Falcon* moor'd up the East River  
Parole Gloucester.

1. PRO, Admiralty 51/931.

2. Clayton succeeded Charles Phipps.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Monday, December 2, 1776

*Resolved*, That the Marine Committee be empowered to advance 20 dollars to each seaman who will enter to serve on board the *Randolph*, Captain Biddle, the same to be deducted out of their share of the prize money.

*Resolved*, That it be recommended to the council of safety of Pennsylvania to send immediately one of their gallies along the Jersey shore, between this and Trenton, to bring over all the river craft, vessels, and boats from the Jerseys to the Pennsylvania side of Delaware, in order to prevent their becoming serviceable to the enemy, in their attempts to cross said river:

1. Ford, ed., *JCC*, VI, 998, 999, 1000.



MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] December 2nd, 1776.

*Resolved*, That all Vessells Cleared out at the Naval Office before this date, be suffered to depart this Port and Pass thro' the Chevaux de Frize.

Capt. [Wingate] Newman is permitted to take one or two of the Field pieces in the State House yard, & proceed with them and his men to the assistance of G'l Washington.<sup>2</sup>

*Resolved*, That Capt. Samuel Williams be appointed Lieut't, & Capt. Thomas Read to join General Washington<sup>3</sup>

Mr. Towers was directed to deliver Major Sam'l Nicholas 300 Bayonet Belts & Cartouch Boxes.<sup>4</sup>

1. *Pennsylvania Colonial Records*, XI, 24-26.

2. Commander of the Pennsylvania privateer brig *Hancock*.

3. Read commanded the unfinished Continental frigate *Washington*.

4. Senior officer of the Continental Marine Corps.

RESOLUTION OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

In Council of Safety.

*Resolved*, Philadelphia, Dec'r 2, 1776.

That Capt. Huston<sup>2</sup> immediately proceed up the River Delaware, as far as Trenton, and remove all the river Craft, Vessels & Boats from the Jersey, to Pennsylvania side of Delaware, in order to prevent their becoming serviceable to the enemy in their attempts to cross said River.

By order of Council.<sup>3</sup>

Passed.

1. *Pennsylvania Archives*, 1st series, V, 84.

2. Thomas Houston commanded the galley *Warren*, but the muster roll for December showed him "Absent," as well as seven crew members, Muster and Pay Rolls (Loose), Pennsylvania Navy, 1776-1779, Pa. Arch.

3. This resolution was not entered on the minutes of that day.

JAMES STERETT TO CHARLES CARROLL OF CARROLLTON <sup>1</sup>

[Extract] Baltimore Decr 2d 1776

. . . Our Army have retreated as far as New Ark in the Jerseys. It is said they have receiv'd certain Intelligence of their Design to come to Philadelphia and that they are embarking a Number of their Troops either to come up the Delaware and make the Attackt on both Sides, or amuse the Southern States that they may not send any Assistance to our General

1. Misc. Letters, Vertical file, MdHS.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Monday December 2nd 1776

A Permit granted to the *Aurora* Capt. John Hutchinson the Property of John Richards, Hall and Horner and Watson and Taylor and burthern two hundred Tons or thereabouts to proceed on her Voyage to Nants in France agreeable to a Resolution of Congress

On the Recommendation of the Navy Board It is Ordered that Commissions issue to Edmund Waller appointing him second Lieutenant in Capt. Alexander Dicks Company of Marines in the room of Leiut. James Blankhead who has resigned Also to John Reynolds appointing him third Lieutenant in the room of the said Waller which Commissions issued accordingly bearing date this day

A Permitt granted to the Schooner *Richmond* Captain Alexander Massenburg to proceed on her Voyage to Martinico Manifest of her Cargo filed Bond executed acknowledged and ordered also to be filed

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 259, 260.

#### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Monday 2d December 1776. –

Ordered that a Warrant Issue to Gabriel Maupin for Nineteen Pounds ten shillings for Whiskey furnished Capt Calvert for the use of the *Revenge* Galley. – Also for two pounds fourteen shillings and three pence for sundries furnished Capt Lilly for the use of the Brig *Liberty* as p Acct. – Also for Ten shillings for Casting Rope for the Schooner *Speedwell* as p Acct. –

George Chamberlaine is Recommended to his Excellency the Governor & the honble the Council as a proper Person to be appointed second Lieut of the *Manley* Galley. –

Ordered that a Warrant Issue to Capt John Calvert for the use of Doctor Joseph Simon Pell for Fifty pounds, on Account, for his Wages on Board the *Norfolk Revenge* Galley. –

1. Navy Board Journal, 123–24, VSL.

#### 3 Dec.

JOHN LANGDON TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Sir Portsmouth N H Decemr [3] 1776 <sup>2</sup>

The Continental Frigate *Raleigh* built in this State has been ready to receive her Guns since June last the want of which has prevented her doing great Service to the States if it's in your Honor's power to Furnish this Ship with her Guns it would render great good & Demand my thanks I shall be ready to receive them whenever your Hon: thinks proper to Deliver them & pay for the Guns with all Charges – I have the Honor to be with great Respect [&c.]

JL Agent for the States

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. This letter is undated, but is in Langdon's letter book between letters of December 2 and December 4, 1776.

*The Freeman's Journal*, TUESDAY, DECEMBER 3, 1776

Portsmouth, Dec. 3.

We hear there is a Prize Brig sent into this harbour, but have not come at particulars.

On the 12th day precisely at 12 o'clock at noon, will be put up the Ship *Hero*, about 280 tons burthen, river built, an exceeding fast sailing vessel, well built and

well found, full six feet between decks, well calculated for an armed vessel to carry 16 or 18 guns under deck.

Likewise on the same day the brigantine *Three Friends*, about 140 tons burthen, and well found. also

The Ship *Live Oak*, about 180 tons burthen, well found and well built, two years old, and will be put up with her cargo intire, now on board, consisting of 28 tons Logwood, and 63 thousand feet of Mahogany. — The original invoice of the cargo may be seen at the time of sale.

The above ships with the inventories of their stores may be seen any time before the sale, by applying to  
 Portsmouth, Nov. 28, 1776. Geo. Wentworth, Auctioneer.

#### CERTIFICATE OF TIMOTHY PICKERING TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

I hereby certify that William Carlton of Salem is appointed to the command of the private armed Schooner *True American* in the room of Daniel Hathorne the late commander, who in said Schooner is lately returned from a cruise against the enemies to the United States, after having taken & sent in four or five prizes.

Tim Pickering junr

Salem Decr 3d 1776.

1. Mass. Arch., vol. 166, 72.

#### ORDER TO MASSACHUSETTS BOARD OF WAR RELATIVE TO BRITISH FLEET REPORTED OFF BLOCK ISLAND <sup>1</sup>

In the House of Representatives Decemr 3d 1776

Whereas advice has been received that a large Fleet of the Enemies Ships have been discovered near Block Island, & as it is uncertain whether they are bound to New Port or farther to the Northward; and it being of great importance that the earliest intelligence should be obtained, of that Fleets approach to our Coasts, if they should be coming this way — Resolved,  
 that the Honble the Board of War be and hereby are directed <sup>A</sup> & impowered to  
Send out a Suitable Vessel to make discovery, <sup>B</sup> if they shall apprehend such  
Measure to be necessary

Sent up for Concurrence

J Warren Spkr

In Council Decr 3d 1776.

Read & concurred with the following Amendments (vizt) at A. dele & impowered.  
 and dele from B. to B. and insert, of the motions of the Enemys. Fleet

Sent down for Concurrence

John Avery Dpy Secy

In the House of Representa[tives] Decr 3 1776

Read & Concurred

J Warren Spkr

1. Mass. Arch., vol. 211, 293.

PETITION OF CAPTAIN DANIEL SOUTHER TO RESIGN AS COMMANDER OF THE  
STATE BRIG *Massachusetts* <sup>1</sup>

To the Honble the Council of the Massachusetts State

Humbly Sheweth Daniel Souther That he is extremely obliged to your Honors for the Great Honor done him by his Commission for the Command of the armed Brigg *Massachusetts* in the Service of this State; But by reason of his Ill Health desires leave to resign said Commission.

Boston 3d Decr 1776.

Daniel Souther

[Endorsements]

In Council, Decr 4, 1776 Read & sent down

John Avery Dpy Secy

In the House of Representatives Decr 5th, 1776 –

In answer to the Petition of Danl Souther

Resolved that he have leave to resign his commission & that for his fidelity & good conduct while in the Service of this Government more especially for his constant attention to the discipline of the men under his command, he justly merits the Thanks of our constituents –

Sent up for Concurrence

Sam<sup>l</sup> Freeman Spkr P T

In Council Dec 5t, 1776 Read & Concurr'd

John Avery Dpy Secy

1. Mass. Arch., vol. 211, 324.

JAMES WARREN TO LOUIS PONCET & SON, BORDEAUX <sup>1</sup>

State of Massachusetts-Bay N England,

War Office Boston 3d Decr 1776

Messrs Poncet & Son,

Gentn

We have lately been constituted by this Government a board of War, as for other purposes so to get from your part of the World those Supplies of warlike Stores we yet stand in need of; having an opportunity from Newbury-Port to ship a small interest by a chance Vessel, we consign it to your House for Sale, there may be some small Furrs & Oil, or perhaps Oil only; whatever Effects may come to you for our Account please to sell them to the best Advantage, & return us the Proceeds Freight & all other Charges being deducted, in good effective Fire-Arms and Bayonets, such as are us'd in the King of France, his Army, or those that approach nearest to them, there has been a good Manufacture of this kind lately shewn to us as a Specimen, that was brought by a Gentleman from Nantz, belonging to the House of Poncet & Gruel Negt. sier Lisle faidau a Nante – this Fussil was of a good length, had a well siz'd Caliber, & a sufficient Bayonet & Sheath, it had iron clasps & steel ramrod – & well fix'd in every part with a Bridle to the Lock; this Fusil was offer'd at twenty-two livres Tournois – please to ship upon the *Montgomery* when she returns, the whole amount of this Adventure in such Fire Arms as above describ'd, if you can procure them, and let them be carefully pack'd in Chests – But as you may not be able to procure good Fire Arms, & as we are uncertain at present what Interest will be ship'd to you by this Vessel, we will mention

to you what other Articles we want, & you will send them in the Course they are mention'd, Viz:

Five hundred well made Gun Locks, with what the English call good Bridles –

One hundred & fifty thousand good Flynts, cost  $3\frac{1}{2}$  to four Livres pr Thousand –

Fifty pounds Borax purificata, cost in London about five shillings pr pound –

Ten good Brass Cannon for Feild peices carrying three pound Ball, if not too dear –

If any thing remains after these purchases, please to send it in good Ravens Duck fit for Soldiers Tents, it generally costs from 22/. to 27/. Sterling a peice of 38 yards  $\frac{7}{8}$  of a yard wide – It is probable we may make you some further consignments by our own Vessels, & in the Interim remain with respect [&c.]

James Warren President of the Board of War

1. Mass. Arch., vol. 151, 3–4, Letters from the Board of War, 1776–1780.

#### INVENTORY OF THE MASSACHUSETTS STATE SLOOP *Republic*<sup>1</sup>

Inventory of the Sloop *Republick* two Anchors two Cabels one Cegg Anchor and Hearer [hawser] one flying Jibb Boom one Topt Mast one Crossjack Yard one Topt Sail Yard one Ringtale Boom one Squar Sail Boom one Main Boom Two main & one Trysail Gaffts Standing Rigger one Nun Boy [buoy] Two Pare of Canhooks half a Barrel of Tar Sum Spare Rigger

Recd the Above on Board the Said Sloop *Republick*<sup>2</sup> December the 3th 1776

Alden Bass

1. Mass. Arch., vol. 292, 19.

2. On November 20 the Board of War had ordered the *Republic* to be fitted for sea.

#### GOVERNOR NICHOLAS COOKE TO THE SPEAKER OF THE NEW HAMPSHIRE ASSEMBLY<sup>1</sup>

Sir

Providence, Decemr 3, 1776.

I think it my duty to inform you that I have just received undoubted Intelligence that yesterday morning a large fleet of square-rigged Vessels was seen between Block Island and Montauk, who in all probability are designed for an attack upon this State. When The letters giving me this Information were writing Eleven Sail were plainly discovered, and before the Expresses came away, several more hove in sight. The Authority of New Hampshire will make such use of this Intelligence as Prudence shall suggest, and at all Events prepare the Force of that State to Act as the exigency of affairs shall require.

I am in great haste, Sir [&c.]

Nichs Cooke.

1. Nathaniel Bouton, ed., *State Papers. Documents and Records relating to the State of New-Hampshire* . . . (Concord, 1874), VIII, 411. Hereafter cited as Bouton, ed., *Documents and Records of New Hampshire*.



HENRY WARD TO THE SPEAKER OF THE NEW HAMPSHIRE HOUSE  
OF REPRESENTATIVES <sup>1</sup>

Sir –

[Providence, December 3, 1776]

I am directed by his Honor the Governor to acquaint you that A Privateer belonging to this place arrived here this morning, who took a light Transport ship, being one of the 130 Sail bound from New York to Great Britain and the West Indies, under Convoy of Three Ships of War, and which without doubt is the Same Fleet that we received information was taking on board a Body of Troops at Staten Island. I am, very respectfully, Sir [&c.]

Henry Ward.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 411.

OWNERS OF PRIVATEER *Eagle* TO WILLIAM ELLERY <sup>1</sup>

Sir,

Providence Decemr 3 1776.

The Owners of the Privateer Schooner *Eagle* request that you will present to Congress, and support with your good Influence, the inclosed Memorial and Protest, relative to the Conduct of Capt. Jones, Commander of the Ship *Alfred*, in impressing a Number of Hands from the Said Schooner, maltreating the Officers, and breaking up her Cruize. We are told, and are convinced, that we should be guilty of a breach of Duty to the Continent were we tamely to pocket the Abuse; and the Result of Congress, and the Event of an Action we have commended against Capt. Jones, must determine whether this flagrant Violation of all Law and Justice shall be drawn into a Precedent. If unhappily it should be thus determined, Division, Confusion, and frequent Bloodshedding, must be the inevitable Consequence. We however trust that neither the Congress nor an American Jury will countenance such Outrages, which must render Property insecure, and are a Scandal to Humanity and the sacred Cause in which we are engaged. –

We wished to avoid every Cause of Offence in pointing out said Abuse and for this Purpose were determined, with [our] Captain, to prevent any if possible – The Articles were hung up in one of our most public Taverns, the Men went on board and the Vessel sailed down the River in the face of Day; she lay at Newport some days near the *Alfred*, and was repeatedly searched by Boats from her, and from the Forces stationed there and as Capt [Isaac] Field showed a written List of the mens Names who had entered on Board the Privateer to one or more of the officers belonging to the *Alfred* If notwithstanding this one or two did go in her, without the Knowledge, and contrary to the Inclination of the Owners and Captain, we conceive the Fault must have been with the Officers of the Fleet, in not being more vigilant, and if one or two were found on board by Captain Jones, it will surely not be deemed a sufficient Pretext for his taking all the Seamen belonging to the Privateer –

Your friend Mr [Francis] Dana is retained in our Behalf, who, before we had said a Word to him on the Subject, told Commodore Hopkins publicly that Capt. Jones had been guilty of an Act of Piracy. We present you our best Regards, and are, Sir [&c.]

1. Miscellaneous Collection, vol. 16, RIHS.

LONG POINT COMMITTEE OF INSPECTION TO MAJOR GENERAL JOSHUA BABCOCK,  
WESTERLY <sup>1</sup>

Sir

Long Point Decemr 3d 1776 –

~ Six oClock After Noon –

The Sloop Flag of Truce, Capt Lator, fitted out at Providence & Sent as a flag to Block Island, is just Arrived & this Moment the Mate, on shore, Advises us – That he was this day brot too & borded by a Bote from the Ship *Cerberus*, and that Capt Simmons [John Symons] of sd Ship Inform'd him, – That the fleet were bound to Newport, when joined with 150 sail of Transports which were coming thro' the sound. – That Some of the ships Appeared to the Mate, much Larger then the *Cerberus*, and that he Apprehends they cannot be less then 50 Gun Ships.

It Appeared to us that those Ships went into the Mouth of New London Harbour. Capt Lator is left in Block Island, the wind being too fresh to take him off[f]. We are sir [&c.]

Nath<sup>l</sup> Minor                    } of the Comtee of  
John Denison 4th        } Inspection &c –

1. Letters to the Governor, vol. 8, 1776, R. I. Arch. Enclosed in Babcock to Cooke, December 4.

COLONEL JOSEPH NOYES TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Westerly December 3d 1776 –

May it please your Excellency –

I thought proper to Acquaint your Honour of the Movements of the Enemys Fleet Mention'd in my last – yesterday about two OClock they Hauled up their Courses and kept Hovering Round Untill about Sun Set When they made Sail for Block Island and Came to Anchor on the West Side – this morning about 7 OClock they all Came to Sail (Eleven in Number) and Stood Westward between Long Island and the Main, but are yet in Sight, We all Wait your Excellencys pleasure with the greatest Impatience but hope they will give us Sufficient time to prepare for their Reception Should they be Destined for Newport, or any other part of this State – we Watch their Movement with the greatest Diligence, and as long as they Continue on Our Side Shall Endeavour to render you an Account thereof I am [&c.]

Joseph Noyes

1. Letters to the Governor, vol. 8, 1776, R. I. Arch.

JOURNAL OF H. M. S. *Cerberus*, CAPTAIN JOHN SYMONS <sup>1</sup>

Decr 1776

Block Island East 3 or 4 Leags

Tuesday 3

1 AM spoke His Majts Ships *Diamond* & *Ambuscade* at 9 saw the fleet up the Sound at 10 brot too & sent the Boat on board a Sloop from Rhode Island w[i]t[h] Prisoners to Exchange.  
Fresh Breezes and Cloudy at 3 PM Anchd in Co with the Fleet  
wth Bt Br in 22 fm Plumb Island E off Shore 2 Miles

1. PRO, Admiralty 51/181.

COLONEL ANTHONY WAYNE TO MAJOR GENERAL HORATIO GATES <sup>1</sup>

[Extract]

As I was beginning to Seal this Capt [Thomas] Church, whom I had sent down the Lake to gain Intelligence of the Situation of the Enemy – Returned, and Informs me that about four miles below Crown Point has discovered a large Topsail Vessel coming up the Lake – he made all the Sail he could with his Boat and by the help of his Oars got clear of her – she came to anchor at Crown Point. I sent off two parties Immediately by land to make further Discoveries – they have not yet Returned,

Whether this is only a Single Vessel come on some Scheme – or the Advanced Guard of the Enemy I can't yet determine – I think it is quite too late for an attack – however I am preparing for the Worst – and will at all events Defend this place until Succours can arrive –

I wou'd by no means have this Occation any Alarm until you hear further from [&c.]

Ant<sup>y</sup> Wayne[Ticonderoga] 3 Decr 1776 <sup>2</sup>

1. Trumbull Papers, YUL.

2. Wayne began this letter on December 1.

DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Long Island Sound] 3rd Decr Hard gale of wind all last night from the Southward, with very heavy rain. It was so very dark last night, that we could not distinguish the water out of the quarter Gallery windows.

We are under some apprehensions for our friends who are gone round Long Island.

Calm this morning, but thick weather, with rain. The last of the ships belonging to our fleet came down from New York last night. The whole is now assembled, and consists of about 70 sail of vessels.

1. *Mackenzie's Diary*, I, 118.VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM <sup>1</sup>

Dr Sir

*Eagle* [off New York] Decr the 3rd 1776

By the Accounts we have received of good Credit, the Rebels, having suspicion that the Armament was intended for Rhode Island, and having no hope of defending it with Effect, are said to have been lately employed in withdrawing their Troops Artillery and stores, with the utmost dispatch. General Clinton receives advices to the same effect, by this opportunity Consequently no time will be lost in getting forward to the place of destination, that the best advantage may be made of the Enemy's Neglects. You will please to communicate the Contents of this letter to Sir Peter Parker, upon your junction, and be assured that your joint operations engage and will be attended by the most earnest wishes for success that can actuate your [&c.]

Howe

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

Philad'a., Dec'r 3rd, 1776.

An order was drawn in fav'r of Messrs. Williams, for £ 150, towards building the *Delaware* Armed Boat, to be charged to their acco't.

1. *Pennsylvania Colonial Records*, XI, 27, 28.

DIARY OF CHRISTOPHER MARSHALL<sup>1</sup>

[Philadelphia] . Decr 3d 1776

... one Gondola Just gone past from Trentown Some troops in motion ... light horse & Some of the Militia went out of town, Numbers of familys loading waggons with their Furniture, &c taking them out of Town ... drank Tea at home then went with a Number of deeds to son Christophers put them into his Iron Chest ... no News to be depended upon this day

1. Diary of Christopher Marshall, HSP.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY<sup>1</sup>

[Williamsburg] Tuesday December 3rd 1776

Ordered that the Commission granted by the Committee of Safety to Richard Taylor appointing him Captain of the Armed Schooner *Hornett* be now renewed and issued in the name of the Governor

The Board being informed that the Schooner *Hornett* Capt. Taylor and the Sloop *Defiance* Capt —— have their respective Cargoes on board and are now ready to proceed to Sea. It is therefore the Opinion of this Board that the *Hornett* should go to Cape Francois consigned to the Captain and that the *Defiance* should sail for Surinam and be consigned to Raleigh Colston Esquire Ordered therefore that the Navy Board be requested to give the several Captains Instructions for their Conduct

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 261.

JOURNAL OF THE VIRGINIA NAVY BOARD<sup>1</sup>

[Williamsburg] Tuesday 3 December 1776. —

Lieutenant Benjamin Pollard is Recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed to the Command of Capt Samuel Hanway's Company of Marines who hath resigned his Commission —

Joel Sturdivant is Recommended to his Excellency the Governor and the honble the Council as a Proper person to be appointed first Lieutenant of the *Manley* Galley. —

Signed, John Hutchings 1st Comsr Prom

1. Navy Board Journal, 125, VSL.

BRIGADIER GENERAL ROBERT HOWE TO THE CHAIRMAN OF THE GEORGIA CONVENTION<sup>1</sup>

Sir,

Savannah 3d Decemr 1776

The Survey I took of a great part of Georgia made me in some measure acquainted with it's Situation, and I mention'd to his Excellency the President



those methods I thought best calculated to place it in a proper State of defence; this induced me to imagine that upon the meeting of your Convention either those methods wou'd have been adopted, or some other plan of defence immediately fallen upon, and that the necessary materials and the number of hands Wanted to carry it into execution, wou'd have been provided and procured. In consequence of this expectation I was setting out for Georgia when I recd information, that the Convention without taking this matter into their Consideration at all, had adjourn'd for five weeks; I had Consequently nothing to do in this State which required my personal attendance, and having a great deal to employ me in South Carolina, I chose to postpone my Visit to this Country 'till your Convention met again when I doubted not that they wou'd among the first objects of their attention have considered how very important it was, to prepare for that attack which I perswade my self there are reasons every moment to apprehend. But your Honble House (employed I Suppose upon matters which they think more Consequential) have Suffer'd a fortnight to Elapse without having taken one Step towards effecting this essential purpose. forgive me therefore Sir if I feel it my absolute duty once more to trouble you upon this occasion by repeating, that you are assailable at a variety of places and at none prepared for defence. that while other States are by every effort endeavouring to make their Country as dear a purchase as possible and have in a great measure effected it, Yours remains so very weak that it seems to invite an attack, for it is natural to imagine that the enemy Shou'd they progress Southerly will aim at that conquest which will cost them least, and their attempts in your present Situation can hardly fail of Success.

Some other States possess advantages yours unhapily has not, the number of their people and their other internal resources are greater than yours, they have in some measure established a Constitution, and invested the executive part of it with powers in all cases of emergency to act with dicision, their people having been frequently called into action, are prepared and habituated to fly upon any alarm, to their arms, the establishment of minute Battalions and the very strict militia laws they have, which of late have been rigidly executed, has given their men a knowledge of discipline, and so inured them to Service that they Submit to it Without murmur or repining; and shou'd their State be attacked in so formidable a manner as to require assistance, they are not so remote but it may be brought up in time. these are Capital advantages, and yet they do not wholly rely on them, but by every means in their power are preparing for defence, and have lost all idea of expence in the importance of the object. Added to this their people are united, all private pique & party animosity have either intirely Subsidised, or if they exist at all have no influence upon Public Measures; these last mention'd advantages you perhaps possess in Common with them, and I flatter myself that you will Shew yourselves equally desirous to place your Country in as good a State of defence

It gives me Sir great anxiety to find your State so destitute of almost every military requisite, and so deficient in every necessary provision for the Soldierie no Barracks built for the men, nor any that I have heard of preparing to be built, no public stores furnished with goods where the Soldiers may lay out their



money in necessities and by that means be kept from spending it improperly, at the same time that it benefited the State, no arms purchas'd nor Comissioners appointed to purchase them, Very little powder or lead and no effectual measures taken to increase the quantity, not one rheam of cartouche paper either for musquettrey or Cannon, no great number of flints, no public Armourers or Blacksmiths appointed or employed, not Cannon Sufficient and no steps taken to procure more no Clothes, Blanketts or tents provided or providing, no Stock of medicines laid in for the want of which many good men have fallen a melancholy Sacrifice, no public Hospital established for the Sick, no store of wood provided for this inclement season, No great quantity of salt, No magazines of provisions of forrage, No intrenching tools wheelbarrows or other necessary implements of war, No Carpenter's tools or indeed tools of any Sort, so that upon my application to the quarter Qr Master for a Single axe it was not to be obtain'd, This Sir is a dreadfull Catalogue of wants and yet many things equally usefull remain unmention'd, let us therefore for god sake Set about making instant provision.

Arms & ammunition are articles so very essential that you Cannot Exist as a State without them; these are only to be obtain'd from abroad, a great number of Vessels Shou'd be employed for this purpose that tho the Vigilance of the enemy Shou'd deprive you of some of them, others may arrive to furnish you; private adventurers are by no means to be depended upon in a matter so truly important, they may not have finances to undertake it upon so large a Scale or so immediately as is requisite, or if they do, and Shou'd Succeed, What they procure must Come with accumulated expence. The Public therefore Shou'd in my opinion immediatly undertake it, permit me to recommend it with the utmost earnestness and to reiterate that in this, as well as every other Circumstance of defence, not one moment ought to be lost, your private interest and the good of the Common Cause Conspire to demonstrate the necessity of your immediate exertions, that this golden opportunity now lent us may not pass away.

If Sir my urgency in any part of this letter has exceeded the bounds of propriety may I hope that you will solicit for me the kind indulgence of your Honble House and that they will do me the justice to impute it to that regard I have for their interest & safety and to that Zeal I feel in the Glorious cause to which I am, and pride myself in being, the devoted Servant.

I shall be glad to be favour'd with a determination of the Convention upon the Subject of this and of my former letter as expeditiously as possible. I have the honour to be With the greatest respect Sir [&c.]

Robert Howe

1. Miscellaneous Letters, NYHS.

4 Dec.

JOHN LANGDON TO WILLIAM WHIPPLE <sup>1</sup>

[Extract]

Portsmo Decemr 4th 1776

. . . The Progress of the Enemy gives me pain, but not the least Dispirits me, the next Spring will give them Some other employ, — the *Betsey* frigate will

Sail next week, for Bourdeaux, Iv'e bo't in the *Royal exchange*, for the Continent as She went Low, but shall not fit her out, as She would Carry only Small masts, want[s] much Rigg[ing] which is not to be had at any Rate, I shall therefore Appropriate the Rigg and Sails for the use of Cap [John] Roche's Ship and lay up the hull, for the Present. the Ship *Reward* near 500 Tons has in part, Come into my hands, she would make Compleat Mast Ship had we Cordage, but its not to be had at any rate. — I've had no letters from Philad. some time fear the Communication is Cut off, or letters intercepted . . .

P. S. there is some Cordage taken by a Continental Cruizer Carried to Boston pray get an order on the Agent there for part of it pray don't fail in this there is abt 10 Tons, it can be Appraised and taken for the use of the States — get the Order for it or I shall never get any from them No guns yet for Mercy sake where is those from Connecticut

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOHN AYRES, SCHOONER  
*Lynch*<sup>1</sup>

Sir, Boston 4th Decr. 1776 —

You are hereby order'd to proceed to Sea for the purpose of reconoitring a Fleet said to be of[f] Block Island, to look into Cape: Cod Harbour, if you meet with the Fleet off the Cape, either return or run into Chatham, apply to Colo Deane, or otherwise send any accounts you may think proper by Express to Brigadr. Otis of Barnstable, with Directions to forward the same to the Board of War immediately — If you discover nothing off the Cape run round the East End of Nantucket, looking if possible into the Vineyard Sound. where if you make any discoveries run into Hyannes, the Vineyard, or Woods-hole, & send Express as aforesaid — If you discover any thing in the South Channel you will do well to push for Nantucket, Chatham, or Hyannes, & send Express to Brigadr. Otis as aforesaid, or if you go into any other place send by Express the quickest Intelligence possible — And in General you will use your best Endeavours to discover and inform the Board of the Motion of the Fleet — By Order,

J Warren President,

1. Mass. Arch., vol. 151, 5, Letters from the Board of War, 1776–1780.

CAPTAIN ALEXANDER WILSON TO THE MASSACHUSETTS BOARD OF WAR<sup>1</sup>

To the Honble Commitee of War [Boston] Decr 4th. 1776  
Gentlemen As you are pleased to desire proposals from me to go a Voyage to Europe as Master of one of the Ships under your Direction I present you the following Viz —

- 1st I Must approve of the Ship and Voyage
- 2dly the Cargo Not to be Less than £3000
- 3dly I must heave 5 PrCt Coms for Sales and 2½ for purchase Clear at Carolina
- 4thly to heave Eight tons previlidge out
- 5thly Eight pounds per Month Wages
- 6thly to be Dispatched Immediately as soon as may be

7thly Not to heave a prisoner for a Mate & Two Tons privilege home  
 Gentlemen I wish Not to Value my Services more than they are Worth, I doubt  
 Not Men may offer to go for half of What I ask Who Knows nothing about the  
 Voyage Nor perhaps how to put the Ship about I am with great Respect  
 Gentlemen [&c.]

Alex<sup>r</sup> Wilson

1. Mass. Arch., vol. 152, 4, Board of War Letters, 1776-1777.

COMMODORE ESEK HOPKINS TO THE COMMITTEE APPOINTED DURING THE  
 RECESS OF THE GENERAL ASSEMBLY <sup>1</sup>

Gentlemen

Providence Decembr 4th 1776.

I received your Resolve of this Day <sup>2</sup> and Note the Contents of it; I now let you know I have long had Orders from the Honorable Marine Committee to get all the Vessels out as soon as I could Man them, I should be glad that Your Honble Board wou'd Devise some way to compleat their Men to Enlist, and likewise some way that the great Number of Deserters may be sent on Board, a considerable number of which is now in this State. I am Gentl. [&c.]

Esek Hopkins

To the Honble Nichs Cooke Esqr  
 Governor of the State of Rhode-Isld  
 to be laid before the Committee of said State

1. Letters to the Governor, vol. 8, 1776, R. I. Arch.

2. The Committee resolved "that we will and do hereby advise Commodore Hopkins with the Continental Vessels under his Command within any of the Harbors of this State to put to Sea as soon as he thinks the same can be done with Safety," Letters to the Governor, vol. 8, 1776, R. I. Arch.

GOVERNOR NICHOLAS COOKE TO COMMODORE ESEK HOPKINS <sup>1</sup>

Sr

Providence Decem 4th 1776

Yours of this Date is before us, by which we Obsearve You have orders from the Honorable Marine Committee to Git all the Vessels Under your Command out as Soon as You Could Man them, and As you Request of us to Devise some Method to Compleete the Same, we do Assure you that Nothing in our power, in a Constitutinel way, shall be wanting to Effect so Desireable an Object as the Sailg of the new Friggetes, And Recummend that the Strictest puntstuellity be Attended too that Every Man in the Navil Department be as Soone as possible paid off both his Wagers and Shears of all prizes heretofore tacon which will be a Grait Inducement for other Men to Ingauge in the Service, we are Not now a Committe but as Soone as we are make no doubt shall Resolve that all officers both Civil and Millitary within this State Give Every assist[a]nce in their power to Your Officers to Git their Men onbord, and hope more Care will be tacon to keep them their till the Ships Sail than has been heretofore used and if you have not a full Compliment of men to Attact Ships of any Considerable fource we think it adv[i]seable If you have a sufficient number to Navigate the Ships with Safety Round into Boston Bay to join the Continental Ships their that you immediately proceed We [have] no doubt that the State of the Massachusets Bay would Assist the Completion of your Complemt of men in

a more Speedy manner than tis in the Power of this Small State to do (whose men are already so greatly exhausted) If not they will then be in a Place of Safety and may be rendered Servisable when ever fully manned which if they Remain here Cannot be Provided this Harbour is Blocked up which is Hourly Expected. — All the Deserters from your Ships that can be found in this State shall be taken Up & sent to you to Boston, if you think proper to go there.

1. Letters from the Governor, vol. 2, 1768–1777, R. I. Arch.

GOVERNOR NICHOLAS COOKE TO COLONEL JOHN COOKE, NEWPORT <sup>1</sup>

Sir/.

Providence Decemr 4th 1776 —

Recd yours 3rd currt pr <sup>2</sup> Express, with the Copy of Adjutant Stelle's Letter <sup>3</sup> inclosed, and you may be assured every effort, will be made to repel the enemy. To that purpose, large reinforcements, will be immediately sent; several regiments are now in Motion — I doubt not your Zeal on this Occasion; and that nothing will be omitted on your part, for the public Safety.

The Stock for the present may be removed to the middle of the Island & to such places as may in case of Necessity, admit of being readily drove to the Ferries — the Flat bottom'd boats will be also held in readiness to carry them off, or other Purposes — as circumstances may require —

The Cannon at the North Battery I believe it will be best should remain there the rest agreeable to the Order of Assembly should be removed to and secured on the Heights upon the [place] near the Ferries as the whole defence & safety of Newport depends upon commanding that important pass —

You will attend to the Conduct of persons supposed to be disaffected — and conduct at present towards them as prudence shall suggest. I am [&c.]

Nic<sup>o</sup> Cooke

[Endorsed] Letter Govr Cooke [to] Col Jno Cooke Decr. 4. 1776 Copy

1. Letters from the Governor, vol. 2, 1768–1777, R. I. Arch.

2. Letters to the Governor, vol. 8, 1776, R. I. Arch.

3. Lieutenant Benjamin Stelle to John Cooke, December 2.

MAJOR GENERAL JOSHUA BABCOCK TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Sir

Westerly 4th Decr 1776

I am honour'd with your Commands of 3d current. Your Vigilance & early Dispatches in Sending off Expresses to the neighbouring States merits the Thanks of this and every other State

By the Inclosed <sup>2</sup> am noticed of the Movement of the Enemy's Ships, (which I thought proper to transmit to your Honour) the Wind being Easterly then, but fair now.

Shall I encourage one or two Aid de Camps to attend me in this arduous & to me entirely untri'd Enterprize?

All imaginable Attention will be paid any Orders or Instructions You shall send to your Honours [&c.]

Josh Babcock

PS. Will it not be worthy the Attention of the Honble Comtee to propose one [illegible] two Fire-Ships on their the Enemy's first Coming into & Anchoring



in our Bay, which and if done soon may turn to Accot; but afterwards may not be effected: & a very large Reward promised to the Undertakers.

1. Letters to the Governor, vol. 8, 1776, R. I. Arch.

2. Committee of Inspection of Long Point to Babcock, December 3.

*Connecticut Journal*, WEDNESDAY, DECEMBER 4, 1776

New-Haven, December 4.

Saturday evening last the Flag of Truce, mentioned under the New London Head, stopt in this Port; the Manner of her coming in gave some Suspicion that their Designs were not good, and the Officer<sup>1</sup> was taken into Custody and examined by the Magistracy of the Town, who after a proper Examination, acquitted him, and Monday Morning the Vessel pursued her Voyage to New York.

1. Lieutenant Thomas Barker, R. N.

DIARY OF FREDERICK MACKENZIE<sup>1</sup>

[Long Island Sound] 4th Decr The wind being fair this morning, the signal for weighing was made about 11 o'Clock, and at 2 in the afternoon almost the whole of the fleet was under way with a light wind at N. Towards Evening the wind came round the Westward, and freshened; and about Sunset the whole was well in company, making all the sail they could, under Convoy of The *Brune*, *Rose*, *Carysfort*, and *Kingsfisher*. The *Mercury* remained at Whitestone, waiting for an Hospital ship which had not arrived from New York.

This Evening, just as it grew dark, our ship being among the headmost in the fleet, we had an opportunity of viewing a most beautiful Seapiece from our Cabbin windows. The fleet was going down the Sound before the wind, those ships which sailed the worst having all their sails set, the others such as were necessary to keep them in their respective Stations. The Sun having set from under some very thick clouds, a Streak of a reddish colour between those clouds and the horizon, shewed the fleet aStern of us, and just discernable. The perspective was very fine: in the farthest distance we could perceive some of the Sternmost ships, with their Mast heads and Top Gallant Sails, reaching about half way up the red streak:—according as the ships were situated nearer to us, less of them appeared; in some only their Topsails, in others nothing more than thier Courses. But the principal object in the piece was the *Brune* Frigate; this ship had nothing more than her three topsails set, and she was exactly at that point of distance in which no part of her could be seen but her lower masts and rigging, her Hull being below the horizon, and her sails above the red streaks. What was seen of her had a singular appearance. The stillness of the Sea added much to the beauty of the piece, which would have afforded an uncommonly fine subject for a Painter.

1. *Mackenzie's Diary*, I, 119.



MINUTES OF THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

Die Mercurii, 10 HO. A. M.

[Fishkill] Decr. 4th, 1776.

The committee to whom was referred the letter from Francis Lewis, Esqr. of the 27th of November last, and also the letter from Captain Samuel Tudor of the 2nd inst. reported certain resolutions, which being read by paragraphs, were amended and adopted, vizt:

*Resolved*, That Mr. Victor Bicker, Junr. be nominated lieutenant of marines for the ship *Congress*, and directed to enlist thirty marines for the ship *Congress* for the same term as the other Continental troops, whose duty it shall be during this winter to guard the ships *Congress* and *Montgomery*, and such other vessels and stores belonging to the Continent as may be laid up with them. That they be allowed the Continental bounty, pay and rations.

That Capt. Patrick Dennis be furnished with a copy of the letter from Francis Lewis Esqr. to the Honourable the Convention, and be requested to deliver over the Continental stores and rigging in his custody to the said Lieutenant Bicker, who is directed to sign duplicates of the inventory and receipt therefor, and transmit them to the Convention of this State, in order that one of them may be sent to the marine committee of Congress at Philadelphia and the other to remain with the Convention.

That the two Continental frigates at Poughkeepsie be secured in the manner directed by the resolution of the Committee of Safety, of the twenty-eighth of November, and that the other Continental and public vessels be laid up in the same place, if they can be there accomodated; if not, that the agents for the said ships make an immediate report thereof to the Convention of this State, and suggest some place where they can find a secure harbour for them.

That all convenient expedition should be used by the managers, Messrs. Tudor and Lawrence, together with the captains of the frigates, to get the same rigged and their cannon mounted by the spring, as in the opinion of the Committee, they may be of use in the defence of Hudson's river, which will most probably be exposed to the attempts of the enemy.

*Resolved*, That carriages for the guns be immediately begun by the carpenters, if they can be supplied with the seasoned stuff; and if not, that stuff be prepared for seasoning, on which work they may be employed till the Convention receive an answer to a letter written to the Honourable the Congress, on the subject of fortifying Hudson's river, and building floating batteries, &c. thereon.<sup>2</sup>

*Resolved*, That the managers take such measures as they conceive proper, for the plank and stores that are left at Poughkeepsie, and direct one of the inhabitants of the said place to take charge thereof.

*Ordered*, That the managers of the said ships be furnished with copies of the above resolutions; that a copy thereof be transmitted to Francis Lewis, Esqr. and that another copy be sent to Lieut. Victor Bicker.

1. *New York Provincial Congress*, I, 734.

2. See Committee Minutes, November 30.

JOURNAL OF AMBROSE SERLE<sup>1</sup>

[New York] Wednesday, 4th. December.

This Day the *Tamer* sailed for England; and my L[ette]rs to Ld. D[artmouth]. . . were conveyed on board; and 'tis supposed the Ship will get Home (V.D.) by Christmas or New Year's Day.<sup>2</sup>

1. Tatum, ed., *Serle's Journal*, 154.2. H. M. S. *Tamar* entered Dartmouth harbor on December 29, 1776, PRO, Admiralty 51/968.ROBERT MORRIS TO WILLIAM BINGHAM<sup>1</sup>

Dear Sir

Philada Decemr 4th 1776

This will be delivered to you by Capt. Geo. Ord who takes his passage with Monsr Cotiney de Prejent in the Ship *Esperance* for Guadaloupe he is a worthy, Active, Industrious, Honest Man in whom you may safely repose confidence at least such is the Character he has hitherto borne & such is my good opinion of him —

Under this opinion, from Mr Prejents solicitation's, and from a desire to comply with your request as mentioned in your letter of the 1st October to me, I have procured a Commission for Captain Ord to Command a Privateer and send him with it in order that you may purchase fit & Man a Suitable Vessell for this purpose under his Command, I propose that this Privateer shou'd be a stout, good, & fast sailing Vessell quite fit for the purpose a Ship, Brig a Sloop or Schooner just as you can best suit yourself. I think she shoud have 12 to 16, six or four Pounds & 100 to 150 Men if to be got, and be well fitted & provided in every respect.<sup>2</sup> She may be bought, fitted & sent out on a Cruize with all possible expedition the sooner the better, and I leave the Choice of the Vessell & all other Circumstances to you, Mr Prejent & Capt Ord, as also the Cruizing Ground, altho I think good business may be done amongst the Outward bound West India Men by Cruizing to Windward of B[ar]B[a]dos where is also the track for Guinea Men. I propose this Privateer to be, one third on your Acct one third on Acct of Mr Prejent & one third on my Account and If the *Esperance* arrives safe Mr Prejent & you will have sufficient Value to accomplish this business, if she does not arrive you will otherways receive sufficient remittances to pay for your & my part —

You must observe, I have not hitherto had any Concern in privateering & even at this day my Partner Mr [Thomas] Willing objects possitively to any Concern therefore this has no Connection with the business of my House but is totally distinct & on my Own Account, You will charge me for my part the Cost of Outfit & Credit me for my third the Nt pceeds of all Prizes &c You may use the Effects of W[illing], M[orris] & Co to pay for my third; but I hope that Amot will soon be reimbursed by some good Prizes, if not, I will repay them the Amot here. I have not imparted my concern in this plan to any person and shall Copy this letter myself to prevent its being known, therefore I request you will never mention the least Tittle about the matter to any person nor in any letter but private ones to myself. You must know I had determined not to be Concerned in privateering but having had several Vessels taken from me & otherways lost a great deal of my

property by this War, I conceive myself perfectly justifiable in the Eyes of God or Man to seek what I have lost, from those that have plundered me.

I recommend a Stout Privateer because I imagine the British Ships will now come out very generally Armed and little will be done by small ones. I have delivered Capt Ord the Rules & Instructions of Congress and request that both he & you will closely abide by them, indeed I have given Bond that you shou'd do so. I think however that you may sell Negroes, perishable Commodities & other Articles suitable for the Islands, in Martinico if the General will give You leave without waiting a formal Condemnation in any of these States, but I think you had best send the Vessells & such parts of their Cargoes as are suited to the Continent to some part of it for Camdemnation & Sale, & when You take out a Cargo or any part of it from a Prize You might ship Salt or Mollasses, Rum &c in lieu thereof. You'l Consign to Mr John Dorsius in Charles Town to Messrs Hewes & Smith at Occracock North Carolina, to Benjn Harrison junr Esqr in Virginia, to Mr David Stewart at Baltimore, to us on this Coast, to Mr Nathl Shaw junr at New London, Mr Danl Tillinghast at Rhode Island, John Bradford Esqr Continental Agent at Boston or any port in Massachusetts or to John Langdon C Agent in New Hampshire – I forgot to Mention Benjn Wereat Esqr in Georgia, however I wou'd always have you prefer sending to Charles Town & this place whilst they remain ours, indeed if you hear this place falls into the hands of the Enemy it may probably be best to keep the whole of the Prizes in your own hands

We have been much alarmed for some days past for the safety of this City & are not yet entirely relieved of our apprehensions on Acct of the unfortunate changes in our affairs since the reduction of Fort Washington The Enemy landed a Body of 8 to 10,000 Men in the Jerseys with a large Train of Artillery, and after forcing Genl Washington with between 4 & 5000 Men to evacuate Fort Lee, they have Continued their March as far as N Brunswick in the Jerseys where they now are & obliged Genl Washington to retreat before them to Prince Town & Trentown, he is at the latter place with about 3000 Men Ld Stirling at the other with 1000 to 1500 Men, but if the Enemy come on they will be obliged to Cross Delaware for Safety as they are not a Force to make a stand before the Enemy, in this retreat we have lost many usefull Stores, Provisions & I fear Artillery, and You may suppose the alarm & confusion here as it was generally believed they intended for this City, thus you have one side of the Picture, I hope the other may be better. Our Associators had been much disgusted with their Service in the Flying Camp & their Spirit had gone to sleep, they were called upon but did not rouse, untill within this two days when they began to Conceive their danger was real & they are now turning out with a Spirit becoming Free Men this day & tomorrow the whole Militia of this City & Suburbs March to join Genl Washington the Country will follow the example of the City the Jerseys are in Motion and Genl Lee has Crossed the North River with Considerable Force & is on the March towards the Enemy, so that I expect they will now be driven into Winter quarters more I do not promise myself at this time as their Artillery is extreemly formidable & we have but little to oppose it. Our affairs are amazingly altered for the worse within a few Weeks however I hope the exertions of Congress this Winter will but [*sic* put] them in a respectable posture before the Spring.

I am in daily hopes of hearing from you by Capt [John] Young,<sup>3</sup> the Committee will not have time to write by this Conveyance. I am Dr Sir with much regard [&c.]

Rob<sup>t</sup> Morris

P S I expect Mr Prejent will be very usefull in buying, fitting & manning the Privateer. You must however get as many Anglo American as possible for Officers & Men and be sure that no Prize is detained unless clearly British or British-West India property.

R M -

1. Miriam Lutchter Stark Library, UTL.
2. Morris recommended that the privateer be named *Retaliation*. Morris to Bingham, December 4, 1776, Simon Gratz Autograph Collection, Case 1, Box 9, HSP.
3. Commanding the Continental sloop *Independence*.

#### DIARY OF CHRISTOPHER MARSHALL<sup>1</sup>

[Philadelphia] Decr 4th

. . . Great Numbers People moving & Militia with [Thomas] Proctor's Compy and two field peices waggons &c no news to be depended upon but that 140 Sail Of vessels left New York last first day but not none by us where, and that general Lee with 10,000 men was within a few miles of the regulars

1. Diary of Christopher Marshall, HSP.

#### THOMAS COURSEY TO NICHOLAS THOMAS<sup>1</sup>

Mr Thomas Sir

Decr 4th 1776 -

mr. James Tilghman & mr Thomas Smith Gentlemen of Your Council Inform's me that I am on Your List for the Command of one of the armed Vessels fitting out by the province as mr Smith is out of the Council & I am informed You are in Should be Very much obliged to you for your intrest in Obtaining my Commission, the Vessel fitting at mr Smiths yard would be the most Covenant to me as she is but a little Distance from my house Should be glad you'd send the Commission as soon as possable, that I may Engage seaman as they Will be Very Scarce, and the season far advanced I am Sir [&c.]

Tho<sup>s</sup> Coursey

Should be glad of a hand from you if my appearance at annapolis is necessary that I may Come over -

1. Red Book, XIX, Md. Arch.

#### SHIPPING ARTICLES OF THE CREW OF MARYLAND SCHOONER *Resolution*<sup>1</sup>

Annapolis Road Decr the 4th 1776

These are to Certify the [*sic* that] We the Mariners & Seamen, have agreed to Proceed on a Voyage in the Schooner *Resolution*, John Carey Master, Belonging to the Honble Concl of Safty for the State of Maryland, To Proceed to Martinico, or to any Port or Ports in the French India Islands, As shall be Directed by The Honble Concill of Safty, & from thence Back to the Port of Annopolis, In Con-



sideration of the Monthly Pay standing against each Mans Name, But on Disobedience of Orders Neglect of Duty Embezeliment of the Cargo &ca Shall forfeit all Wages Cloaths &ca Belonging to them According to the Rules & articles of all Merchantmen, In Witness of the above We have each Sett our hands heretoo.

Time of Entry	Mens Names	Quality	Wages Advanc'd	Wages P Mo	Witness
Annapolis } Decr th 4th 1776	John Carey	Master			John Carey
	Pat Dennistoun	Mate		£14. . 0. . 0	
	John Hergis	Seaman		10. . - . 0	
	Thomas Watts	do		10. . - . -	
	Thomas Prendergast	do		10. . - . -	
	Hugh Orr	Boy		5. 10. . -	
	William Jones	do		5. 10. . -	

1. Executive Papers, Box 2, Folder 87, Md. Arch.

# JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Wednesday 4th Decr 1776.

Ordered that the keeper of the Public Store deliver unto Capt Richard Taylor one Log Line, One half Minute Glass, one Quarter Minute Glass, two Compasses, four hundred Scupper Nails, four hundred Pump Nails, four pounds of sewing Twine and one Handsaw file for the use of the Schooner *Hornett*

Ordered that a Warrant Issue to Capt Robert Conway for Eighty three pounds fifteen shillings and three pence for Disbursements & Pay of his Company on Board the *Protector* Galley to the 1st Inst as p Acct this day settled. -

John Thomas is Recommended to his Excellency the Governor and the honble the Council as a proper person to be appointed first Lieut of the *Protector* Galley in the Room of Robert Tewell who hath Resigned. -

Ordered that a Warrant Issue to James Southall for the use of John Barrett for four Pounds four shillings for Linseed Oil furnished Capt Calvert for the use of the *Revenge* Galley. - Also for six pounds twelve shillings for Rugs furnished Lieut Benjamin Pollard for the use of the Marines. -

Ordered that a Warrant Issue to Thomas Gibbs for thirty five pounds thirteen shillings for Blacksmiths Work for the Brig *Liberty*. - Also for Five Pounds twelve shillings and ten pence for Blacksmiths Work for the *Safeguard* Galley - Also for four Pounds fifteen shillings and eight pence for Blacksmiths Work for the *Manley* as p Accts this day settled.

1. Navy Board Journal, 126-27, VSL.

## VIRGINIA NAVY BOARD TO CAPTAIN ALEXANDER DICK, PORT ROYAL <sup>1</sup>

Sir,

Your Company of Marines are wanting to go on Board the Brigg *Musquetto* Captain [John] Harris who now lies at Portsmouth. You are therefore directed



immediately on the receipt hereof to Ship yourself & Men on board the *Manly* Galley Capt [James] Cocke, who waits to take you on Board, and proceed with you to Capt [John] Harris on Board the said Brigg who will receive you and your Company,

(Signed) Thos Whiting 1st Comr

[Williamsburg] 4th Decr 1776 –

1. Navy Board Letter Book, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN JOHN HARRIS, BRIG *Musquetto* <sup>1</sup>

Sir,

This will be deliver'd You by Captain James Cocke of the *Manly* Galley, who will deliver to you Capt Dicks Company of Marines which you are to take on board and turn over Mr Valentine and his Marines to the *Manly*.

(Signed) Thomas Whiting 1st Comr

[Williamsburg] 4th Decr 1776 –

1. Navy Board Letter Book, VSL.

*Pennsylvania Evening Post*, SATURDAY, JANUARY 11, 1777

Christianstaed (St. Croix) Dec. 4.

On Sunday last [December 1] put in here the ship *Lasoye Planter*, commanded by Capt. Smith, who on the second of November sailed from New-York bound for Cork, in his Britannic Majesty's service, and on the 12th fell in with the brig *Freedom*, Capt. [John] Clouston, in the Continental service,<sup>1</sup> who made a prize of said ship, and on the 21st the carpenter, boatswain, and three of the people retook the ship, and brought her into this port the first instant.

1. *Freedom* was in the service of Massachusetts. See Volume 6.

CAPTAIN HENRY BRYNE, R. N., TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

(Copy)

*Hind* off Roseau, Dominica;

the 4th December 1776

Sir.

I am to inform you that yesterday I fel in with a Brig from Nantucket bound for Bordeaux, but she loosing her Masts in the Latde 38° North, obliged her to make the best of her way for some of the French Islands, we fell in with her a little to leeward of Marigallant [Marie-Galante], I was under the necessity of taking her in tow, as eight points is as near as She can lie when close hauled.<sup>2</sup>

I have delivered her safe to Mr Corlet at Roseau; her Lading is Oil and Flax seed. I also sent in a Schooner the 21st last Month to Roseau with Flour and Tobacco from Baltimore,<sup>3</sup> both taken by the *Greyhound*; I am sorry to say she has sprung her Foremast, which obliges me to keep her close at hand, and for fear of her being taken by some of the Privateers, as there are great numbers in

these Seas; one in particular at Martinica fitted out on purpose to take the *Greyhound*, exactly such another mounting six Guns and twenty five Hands. Mr Nibbs of Tortola is my author[ity], himself was taken by this said Privateer last Sunday was a week, he also informed me there are Six others ready to sail at a moments warning; from this News and the *Greyhounds* disaster I propose being at Barbados the 12th or 13th, receive your Letters and make the best of my way to Antigua; Inclosed you will please to receive the State and Condition of His Majesty's Ship under my Command, and a List of Vessels seized. I am in hopes this will meet your approbation, and am Sir very respectfully [&c.]

Hen<sup>y</sup> Bryne.

1. PRO, Admiralty 1/309.

2. Brig *Polly*, George Ramsdell, master. See Young's Prize List, December 9.

3. Schooner *Mary*, William Alexander, master, bound to Martinique. See Young's Prize List, December 9.

## 5 Dec.

### MASSACHUSETTS COUNCIL TO SIMEON DWIGHT, SHERIFF OF WORCESTER COUNTY <sup>1</sup>

Council Chamber [Boston] Decr 5. 1776

To the Sheriff of the County of Worcester

his under sheriff or deputy, Greeting

You are hereby ordered forthwith to remove Such Seamen who are prisoners, mentioned in the schedule Annexed amountg to six – in number, if they are found within your precinct, directly to the Town of Marble: head in the County of Essex there to be delivered to the Sheriff of the Said County of Essex his under Sheriff or deputy, or to the Committee appointed to Negotiate the Exchange of Prisoners, together with a Copy of this precept and if you have in your Custody any other Sailors or Seamen not mentioned in this Schedule, you are to remove them also adding their names to the Schedule, & you are to observe those Marines in your Custody are not to be sent wth the Seamen; And should the Cartel have Sailed before you arrive at Marblehead, you are to deliver these prisoners to the Sheriff of the County of Essex, or his under Sheriff who is hereby ordered to receive the same into his Custody hereof fail not and make return of this precept with your doings hereon into the Secretarys office –

Seamen at Worcester

Thomas Skinner

Wm. Bushell

John Burroughs

Anthony Simms alias Simmons—*Niger* Frigate

Peter McPherson—*Fo[we]y*

William Clarke—*Jenny* Transport

} Preston

1. Mass. Arch., vol. 166, 74.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 5th Decr 1776 AM

Voted that Capt [John] Ayres have an Order on the Commissary for the following Articles, as Supplys for the *Spy* Vessell fitted out by Order of Government – viz – 1 Barrel Beef – 1 ditto Pork – 300 l Bread – 10 l Candles – 2 Bushels Potatoes – 20 Gallons New England rum – 1 Case W Inda ditto – 12 l Coffee – 7¼ hundred Sugar – 12 l Butter – 1 Cord Wood –

Voted that Capt [John] Hallett be taken into Employ by the Board, & that he be directed to proceed to the Cape; provide a Crew for his Vessell the Sloop *Republic*, & engage as many more Sailors as possible –

1. Mass. Arch., vol. 148, 25–26.

*Independent Chronicle*, THURSDAY, DECEMBER 5, 1776

Boston, December 5.

Commodore Manly, in the Continental Ship *Hancock*, of 32 Guns, came round from Newbury-Port, last Thursday.

Last Sunday a Number of Prisoners (Marines and Sailors) arrived in Town from the interior Parts of this State and Connecticut, and on Monday set off for Marblehead, in order to be exchanged for a Number of our Men, who lately arrived in the Cartel Vessels there.

Thursday last arrived at Marblehead, a Prize Ship, from the Bay of Honduras, laden with Logwood, taken by a Marblehead Privateer, the 6th Day of her Cruise.

COMMODORE ESEK HOPKINS TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Sir

Providence Decmr: 5th 1776

Yours of Yesterday I have just recd and I shall take it for granted, that you will take every Legal method to forward the manning of the Ships, and as to what you refer with respect to the Wages and Prize money I must now let you know, that as I am not Agent or Pay Master that I have nothing to do in that matter, further than to use my Influence that Right be done to every Man in the Navy; I have no knowledge of any Fraud in any Officer under my Command and I believe there is none I shall caution the Officer to take care to keep the men on Board althoh I believe the greatest part of the desertion was before they ever came on board, and as to what you seem to desire that the Ships shoud go round to Boston, my Orders will not admit of such a Step and if they woud, I can see but little prospect of getting men there, as I am well assured that if one of the Ships there had been manned she woud have Sailed before now – I am Sr yours and the Members of the Assemblys [&c.]

Esek Hopkins

To the Honble Nicholas Cooke Esqr  
to be laid before such Members as  
he may think fit –

1. Letters to the Governor, vol. 8, 1776, R. I. Arch.

JOHN MANLEY'S ACCOUNT WITH THE CONTINENTAL BRIG *Hampden* <sup>1</sup>

		Amount of Money Advanc'd the Men be- long'g to the Brig <i>Hamden</i> —on her second	
1776	Time of refitting		
Nov	3	Capt. Thos Weaver	£ 3.10
	21	George Nicholson	2 . 8
	"	George House	15.12
Dec	2	Capt. Thos. Weaver }	17.14
		59 Dolls }	
	5	Geo Nicholson advanced }	1.18
		2 Chk'd flannel Shirts }	
			<hr/>
			£41 . 2

1. John Manley's Account Book, 28, NHS. Manley was Deputy Continental Agent at Newport.

"EXTRACT OF A LETTER FROM CAPT. B. F. HUGHES OF THE BRIG *Britannia*,  
DATED PROVIDENCE, RHODE-ISLAND, DEC. 5, 1776." <sup>1</sup>

I sailed from Jamaica the 6th of September last, and was taken by the *Joseph* privateer of this place, who brought me in here. The brig is at Bedford,<sup>2</sup> and I am almost stripped naked, and without money.

1. *London Chronicle*, February 18 to February 20, 1777.

2. Libel was filed in the Southern District of Massachusetts, against the *Britannia*, Benjamin Francis Hughes, master, taken by the Rhode Island privateer sloop *Joseph*, Thomas West, for trial at Plymouth, January 17, 1777, *Independent Chronicle*, Boston, January 2, 1777.

GOVERNOR JONATHAN TRUMBULL TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

[Extract] Lebanon Decembr 5th 1776

Sr I have this day recieved Intelligence from New-London that there are Collected in the Sound near plumb Island Ten English Men of Warr and about 80 Transports And from Another quarter have further Intelligence that some hundred of the Enemies Ships and Transports had passed hell gate, their destination must at present be Uncertain Whether at New London or New-port but New Port may be the most probable, tho they may possibly pay us a small Visit at New London as they goe along. I think it is high time for the New England Colonies to be Alarmed, and amost every other Consideration to be laid Aside, to have the great Object of our defence employe our Utmost Attention & most Vigorous exertions. I have Ordered The Militia of this State On and Eastward of Connecticutt River to be on their March towards New London and Trust we shall be ready to Afford All possible Assistance wherever the Appearance of the Enemy shall make it Necessary. I have taken the Liberty to Inclose a letter containing the same Intelligence to Mr Bowdoin, President of the Councill of the Massachusetts which hope you will be so good as to forward without delay . . .

1. Letters to the Governor, vol. 9, 1776–1777, R.I. Arch.



DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Long Island Sound] 5th Decr The wind increased considerably last night, and we went about 6 knots an hour under topsails only. It blew very fresh this morning at N.W.

At day break being nearly off Seabrook, we saw Sir Peter Parker's Squadron at anchor under the Long Island shore, with thier yards and top masts struck. At sunrise Commodore Hotham saluted him with 13 Guns, which was soon after returned with the like number. Immediately after this, our fleet stood over to the Connecticut shore, and about 12 oClock anchored off Seabrook, which stands at the Mouth of Connecticut River. The last ships of the fleet were at anchor by 3 o'Clock. Fresh wind at N.W. Soon after our fleet appeared, Sir Peter Parker's Squadron began to set up their yards and topmasts. About 12 o'Clock they weighed, and about Sunset they anchored near us.

The above Squadron consists of the *Chatham*, *Asia*, *Preston*, *Centurion*, *Experiment*, *Renown*, *Emerald*, *Sphynx*, and ; – also the *Grand Duke [of Russia]* transport, with the 54th Regiment on board.

The wind abated towards night.

Some of our ships are anchored within less than a mile of the Shore. Very few people appear there. Many Cattle and Sheep are feeding along shore, and every thing appears perfectly quiet. In the Evening some few people, who seemed to be attracted by curiosity alone, came down to the shore, without arms.

A Signal having been made in the afternoon on board The Admiral, for all Masters, they returned soon after with a paper containing the order of Sailing to be observed by the Fleet.<sup>2</sup>

Besides the ships of War mentioned in the form of Sailing, the *Carysfort*, *Mercury*, *Rose*, & *Kingsfisher* are with the fleet, and are employed in Cruizing, or other services.

Lieut Knowles's transports have on board The Light Infantry, Grenadiers, and 3rd brigade.

Lieut Parry's, the 5th brigade,

Lieut Dickenson's – The Hessians, and

Lieut Sutherland's, the Light Dragoons, The Artillery, Stores, &c. &c.

1. *Mackenzie's Dairy*, I, 119–21.

2. See "Form of Sailing of the fleet under the Command of Sir Peter Parker. *Chatham*, off Block Island, 2d Decr 1776."

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION <sup>1</sup>

Fishkill, 5th Decr. 1776.

A draft of a letter to Francis Lewis, Esqr. a member of the marine committee, was read and approved of, in the words following, to wit:

Sir – Your favour of the 27th of November has been laid before the Committee of Safety, who in consequence thereof have agreed to the resolutions, a copy of which I am directed to transmit. You will be pleased to assure the marine committee that we shall be attentive to every thing which is requested of us; and when the Continental vessels



of war and the stores in this river are in a place of safety, shall not fail to give them information, and transmit the inventory they require.

Lieut. Victor Bicker, being recommended for his courage, activity and integrity, they have nominated him to be lieutenant of marines to the *Congress* and hope it will meet with approbation.

Capt. Hetfield, who commands a Continental brig, purchased by General Mifflin, and now in this river, has still a few seamen who have the care of the brig.

We are informed a Continental sloop is in the same situation. Be pleased to inquire from the marine committee whether the captains and men are to be discharged, or how they wish them to be disposed of. I am, sir [&c.]

To Francis Lewis, Esqr.

*Ordered*, That a copy thereof be transmitted, and signed by the President.

1. *New York Provincial Congress*, I, 737.

VICE ADMIRAL RICHARD LORD HOWE TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Copy

*Eagle* Off New York

Sir,

December the 5th 1776.

Being directed by the Lords Commissioners of the Admiralty to send a Part of the Ships of His Majesty's Fleet composing the Squadron under my Command stationed in North America, to be cleaned and refitted occasionally in the West Indies; Orders having been given, as their Lordships are pleased to inform me, for making due Provision of Stores at the different Yards accordingly: The *Roe-buck*, *Pearl* and *Falcon* are appointed to repair in consequence to the Island of Antigua, with that Intent. The *Perseus* and *Camilla* will follow in a short time after, to procure a fresh Supply of Water, and otherwise prepare for further Service, as Circumstances may require.

And as the tempestuous Season, commencing at the time Captain Hamond (the Senior Officer) quits his Station off the Delaware, will not in all probability allow of his return there to any Effect until the Month of March; I am induced for His Majesty's general Service to submit, that a suitable Disposition of those several Ships for protecting the Trade of His Majesty's faithful Subjects, under your Orders, or intercepting the Rebel Armed Vessels cruising within the Limits of your Command, be made in the meantime, as You think fit: Being nevertheless to request You will please so to regulate your Appointments in those respects, that the Ships may be completed in their Water and Stores, to return under the Conduct of Captain Hamond and resume their former Station on this Coast, consonant to the Tenor of the secret Instructions he will communicate to You upon his Arrival.

I beg leave to refer You to his Information for the Particulars of the Success of His Majesty's Arms under the Conduct of General Howe, on these parts of the Continent. I have the honor to be Sir [&c.]

Howe

[Endorsed] Copy of Lord Howe's Lre to V. A. Young In Lord Howe's Lre of 12 Decr 1776

1. PRO, Admiralty 1/487.

MARYLAND COUNCIL OF SAFETY TO JESSE HOLLINGSWORTH <sup>1</sup>

Sir

We request the favor of you to bid for the Brigg,<sup>2</sup> that was taken by Captn Cooke and buy her for the State at all Events; also to take Care, and purchase the rum, or any other Part of the Effects, condemned, that may be useful to the public, and are to be had at a moderate Price. — should you not care to act, be pleased to get some other Person to bid. — if the Snow *Georgia*, or any other of the vessels are to be had upon Terms you think reasonable, be so good as to buy them for us.

[Annapolis] Decr 5th 1776

1. Council of Safety Letter Book, No. 2, Md. Arch.

2. Brigantine *Brothers*, Richard Morgan, master.JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Thursday 5th December 1776. —

Ordered that a Warrant Issue to Argyle Herbert for Thirty eight pounds eight shillings for his Wages on Board the *Norfolk Revenge* Galley from the twenty first day of August last to the twenty fifth day of November as p Acct this day settled. —

Argyle Herbert is Recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed first Lieut of the *Casewell* Galley. —

Edward Worrycott is appointed to superintend the Building Rigging and fitting of the *Grey-hound* Brig now on the Stocks at Minzies Ferry —

Edward Worrycott is Recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed Captain of the Brig *Grey-hound* now Building at Minzies Ferry. —

Lieut William Payne lodged with the Board a Complaint against Capt Wright Westcott of the Sloop *Scorpion* in the following Words. “As I expect to be Ordered shortly on a Cruize with Capt Wright Westcott I beg leave to make some objections against going with that Gentleman. 1st I think his Courage as an officer is much to be Doubted — next his Conduct is far from being equal to that of a Commander as there is many convincing Proofs of his Drinking too freely at Times when he ought to be most Sober.” Ordered that a Copy of this Complt be Transmitted to Capt [John] Harris and that he cause the Depositions of Colo James, Capt Carrington and any other Witnesses in this dispute that cannot conveniently attend the Board to be taken — given Capt Westcott legal notice of the Time & Place of taking such Depositions and that he and the Depositions as soon as they are taken to the Board. —

Lieutenant William Green is Recommended to his excellency the Governor and the honble the Council as a proper person to be appointed Captain of the Sloop *Defiance* in the room of Capt [Eleazer] Callender. —

Capt Richard Taylor of the Schooner *Hornet* this day Received his Instructions for making a Voiage to Cape Francois which are Ordered to be Recorded

1. Navy Board Journal, 128–30, VSL.

PETITION OF DANIEL PRUDDEN TO THE NORTH CAROLINA PROVINCIAL  
CONGRESS <sup>1</sup>

To the Honourable the President and Members of the Provincial Congress of North Carolina, now sitting at Halifax.

The Petition of Daniel Prudden.

Humbly Sheweth

That your Petitioner was equally interested with Messrs Conte & La Fong, in Three thousand bushels of Salt, imported into this Province last November.

That your Petitioner now Avails himself of the Privilege and Indulgence granted by the Provincial Council; and Apprehends it to be his Duty, to inform your Honors, that he is desirous of transporting in the same Bottom, One hundred Barrels of Pork.

Your Petitioner humbly entreats, that your Honors would be pleased to grant him the Permission of your Honourable House, to transport the above mentioned Number of One hundred Barrels of Pork from this Province, to either the Island of Bermuda, Turks Island or to some one of the French West India Islands. —

And your Petitioner, as in Duty bound, will Pray &c &c

Edenton 5th December 1776

Daniel Prudden

[Endorsed] Read & Ordered to be for Consideration. —

1. Secretary of State Papers, Provincial Conventions and Congresses, 1774–1776 (October–December, 1776), NCDAH.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston],  
Thursday 5 December, 1776.

The Board met According to Adjournment.

Present.

Thomas Corbett Esqr. Chairman

Roger Smith, Geo: Abbott Hall Thomas Savage, Esquires. Capt. Edward Allen attended the Board on his Arrivall with Two Prizes, Viz. a Sloop called the *George* from Jamaica & Owned there And a Schooner called the *Maria* from St Vincents, & Owned in Liverpoole

Ordered that the Clerk to waite on his Excellency the President, to desire he will give a pass to the Forts, for the Little Pilot Boat (*Hawk*) Lately purchased.

1. Salley, ed., *South Carolina Navy Board*, 28.

JOHN FITZPATRICK TO JOHN STEPHENSON <sup>1</sup>

[Extract]

Manchac [Louisiana] 5 Decr 1776 —

. . . I am in hopes that you & the Gentlemen of your Place that their fears are Expell'd in regard to the three Rebel Ships of 18 Guns each that was sent out to prevent Mr Mims and the other Vessells for the Mississippi arrival, as there is six of them safely arrived now in the River, make no doubt but Mr Mims and the Store Ships is safely arrived e're this as it is supposed they have enough to do at home if the defeat of their Troops on Long Island is true

. . . it is said the Boat that went up the River had on board 13, 500 lb Gun Powder but as she never Stopped here in her way up or Down, I really can't say what Quantity she had but this is the Common report, as for the Sloop it is reported she had on board 30 [illegible] Hhds full of Powder which was Intended for the Americans if they could arrive (à Bon Port) which was Loaded at the Levee before the town of [New] Orleans this Sir is all the News of these parts that can be depended on in regard to the American Boat & Sloop . . .

1. John Fitzpatrick's Letter Book, NYPL. Fitzpatrick was a merchant engaged in ventures from Gulf ports.

EDWARD OTTO BAYER TO VICE ADMIRAL JAMES YOUNG<sup>1</sup>

(Copy)

Council Chamber [Antigua] Decr 5th 1776.

Sir I was favoured with your Letter of the 20th of last Month<sup>2</sup> in which You inform Me that there are now on board his Majesty's Ships under your Command near one hundred American Prisoners that have been taken onboard different armed cruising Vessels from America, and that you cannot keep such Prisoners longer onboard the Kings Ships, and think it both improper and unsafe to give them Liberty to return back to America, and in which you also desire that I will communicate the same to the Members of his Majesty's Council of this Island in order to their procuring some place of Safety where the above Prisoners may be properly secured 'till you may receive Directions from Government concerning them; and that you will in the mean time direct them to be victualled at the Expence of Government; I am therefore, Sir, to inform You that on the 28th of last month I laid your Letter before the Council, and there arising at the Board some Doubts on the Construction of the late Act of Parliament prohibiting Trade and Commerce with the Rebellious Colonies in America, the Members thought proper before they came to any Resolution so as to enable Me to answer your Letter, to refer these Doubts to his Majesty's Attorney General for his Opinion thereon, which has prevented me from sending a more immediate Answer to your Letter. —

The Council met again this day and the Consideration of your requisition being resumed, the Board are unanimously of Opinion that there is not at present in this Island any Place, except the Common Jail where the Prisoners you have taken, can be kept in Safety, and that to confine such a Number of Men there, when the small Pox rages in the Town, a Disorder that most probably the greatest part of the Prisoners have never ever had, would be delivering them over to the Miseries of a Prison and Disease, and consequently to almost certain Death; at the same time the Inhabitants of St John, in such a Climate as this, in the Opinion of the Board, would run no small Risque of other Distempers from having the Jail, which is situated in the Midst of the Town, rendered so sickly, and infectious.— The Board, Sir, are sensible that other places may be thought of as proper for the Purpose, nor have the Members neglected to consider such other places, but when it is recollected how very small the Number is of His Majesty's Troops at present in this Island, and the impossibility of keeping in safety without their Assistance and strict Attention, such a Number of Prisoners



rendered desperate perhaps by their peculiar situation, the Board imagines that they shall not stand single in their Opinion –

I must beg leave to add in Justice to the Members of the Council that it has been with much Concern they have found themselves unable to cooperate with You in relieving his Majesty's Ships from the Inconveniency they at present labour under, which cannot but be detrimental to his Majesty's Service. I have the Honor to be with Regard Sir[&c.]

Edwd Otto Bayer <sup>3</sup>

1. PRO, Admiralty 1/309. Bayer was president of the Antigua Council.

2. PRO, Admiralty 1/309.

3. Young replied to this letter on December 6 stating that "His Majesty's Service will not permit me to keep the Ships of the Squadron in Harbour for that purpose; I shall therefore be obliged to put said Prisoners on Shore as I can," PRO, Admiralty 1/309.

## 6 Dec.

### PETITION OF PHILIP HODGKINS TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Honle Council and House of Representatives of the State of Massachusetts –

The Petition of Philip Hodgkins humbly sheweth that your Petitioner in Novr 1775 took and carried into Union River the Sloop *Advance* Nehemiah Eastman Commander bound from Boston to George's, with the Purpose of Supplying our Enemies then in Possession of our Capital <sup>2</sup> – and deliverd the same to the Comee appointed by the General Court in the County of Lincoln, there not being any Maritime Courts then established in this Government – and since sd Courts have been established your Petitioner has not had Opportunity to libel said Vessel – the Clerk of sd Committee, who had the necessary Papers, being absent – Your Petitioner therefore humbly prays your Honrs to give your Petitioner Liberty to libel said Sloop *advance* in the Maritime Court in the eastern District of this State, and as in Duty bound will ever pray &c

Philip Hodgkins

[Endorsements] In Council Decr 6t 1776 Read & thereupon Resolved That Daniel Hopkins Esq with such as the Hon'ble House shall appoint be a Comittee to consider the above Petition & report what is necessary to be done thereon – Send down for Concurrence

John Avery Dpy Secy

In the house of Representa[tives] Decr 6. 1776

Read and Concurred and Judge Rice and Mr Snow are joined

Sam Freeman Spkr P.T.

The Committee of both houses appointed to consider the within Petition report the following Resolve

Viz Resolvd that Philip Hodgins be, and he hereby is authorized and impowred if he see Cause at his own Expence, to file a Libel in the Maritime Court of the eastern District of this State against the Sloop *Advance*, Nehemiah Eastman Commander, her Cargo, and Tackle and Appurtenances, with in twenty Days from this Time. And the said Court is hereby fully authorized and impowred to try the Justice of said Capture, in the same way and manner the Justice of other Captures



is by Law triable, in the said Court – any Law, Usage or Custom to the Contrary notwithstanding –

In Council Decr 6th 1776 read, and accepted, sent down for Concurrence passed

John Avery Dpy Secy

In the House of Representa[tives] Decr 6. 1776

Read and Concurred

Sam Freeman Spk P T

1. Mass. Arch, vol. 211, 346, 345.

2. See Volume 3.

### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Friday December 6th. 1776.

In the House of Representatives. Whereas a number of Masts, & Spars collected by Edward Parry, are now at Kennebec River in the care of a Committee of this Court; and it is represented that they are liable to receive damage where they lay, and are not accessible in the Winter Season. – Therefore –

Resolved, that the Honble. Board of War be, and they hereby are impowered and directed to take the said Masts, & Spars into their pössession, and dispose of them for the benefit of this State as they shall judge proper, and the said Committee are hereby directed to deliver them on demand to the order of said Board, they first causing them to be apprised by indifferent and discreet men, taking the Marks and numbers of each Mast, & Sparr, and transmitting the same with their apprised Value to the said Board of War.

In Council. Read, & Concurred

Consented to by 15 of the Council. –

1. Mass. Arch., vol. 36, 273, 281.

### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 6th Decr. 1776 AM

Capt Paul Reed of Boothbay waited on the Board & offer'd them the Brigantine *Rosanna* (lying at Boothbay aforesaid) burthen about 170 Tons, 2 Year old for £900 – Sterling – Thereupon

Voted that the said Brig be engaged by the Board to proceed with a Cargo of Lumber to the West Indies; provided Capt Reed will go Master of said Vessel, load her & provide a Crew –

Voted That Mr [Ellis] Gray be the Committee to contract with Capt Reed for his Brig, & when purchas'd give him Directions how to load her, & prepare his sailing Orders –

A Number of the Crew belonging to Capt [Daniel] Sout[h]ers Brig <sup>2</sup> apply'g for a Dismission, they were referr'd to the Agent of this State for an Answer Adjourn'd till 4 oClock PM

Attest Jon Loring Austin Secy

Boston 6th Decr 1776 PM

Mr Gray the Committee to treat wth. Capt Reed Reported that he had purchased the Brig *Rosanna* of Capt Reed for £1200 – Lawfull Money received a Bill of

Sale<sup>3</sup> & engaged him to go in the Vessel – that he had also drawn up his Instructions how to load said Vessel – together with his sailing Orders, wch were read & Accepted – & filed accordingly  
Voted That said Brig be called the *Warren*

1. Mass. Arch., vol. 148, 26–27.
2. The Massachusetts state brig *Massachusetts*.
3. Mass. Arch., vol. 292, 22.

MEMORANDUM OF DEPUTY CONTINENTAL AGENT JOHN MANLEY'S ACCOUNT<sup>1</sup>[Newport, December 6, 1776]<sup>2</sup>

Memo of Articles sent on board the fleet but not Charg'd to any Vessel as yet They being sent on board in a hurry Desin'd to the several Vessils as follows

- 38 Chkd flannell shirts for *Collumbus* viz 16 of which is already Charg'd in acct of Stores of 50 yds; this pc. being after it was Charg'd sent to be made up
- 3 small Jackets @ 9/6 for Do. to be also Charg'd
- 3 pr Trousers 8/2
- 3 shirts 11/10
- 1 pc. flannell 64 yds Chk'd for *warren*
- 1 pc. Striped 22¼ } *providence*
- 1 pc Check'd 45¼ } all @ 5/ p yd. *warren*
- 1 pc White 21¼ } *providence*
- 1 pc Ck'd Linnen 7 for *providence*
- 2 new hammocks of Duck
- 200 bushells White beans
- 22 Casks for Do. [Stephen] Fry Coopering Do

1. John Manley's Account Book, NHS.
2. Date approximated. Manley sent off these articles "in a hurry" as the British approached.

DANIEL RODMAN TO GOVERNOR NICHOLAS COOKE<sup>1</sup>

South Kingston 5 OClock 6 of Decr 1776

Sir

I Traveld Westward this morning to the edge of Westerly when meeting Capt Simon Rhodes who Informed Me that he Saw this morning 25 Sail of Vessels Steering Out of New London Harbour for Fishers Island Race and that a Flag of Truce Belonging to this State had Come into Stonington Long Point (I suppose Still [Benjamin Stelle]) who Declares that at the East End of Fishers Island he Spoke Capt Simons [John Symons] of the *Sebrus* [*Cerberus*] who told him he was waiting for 150 Sail of Transport and then he was Bound For Newport Upon which I made no doubt They were Bound Immediately For Newport and Determined to Return to Providence this Night But Being Over Taken by the Bareor who Informs that their is Now about 70 or 80 Sail Hovering Round New London Harbour which may be with design to take us in by Finess to Draw our Strength that way and then Run down to New port, It is generally Immagined by People I have seen and by Jona Hazard who is Returned From the Camp that their is not much Land Fource on board. Hazard Informes of an



(South-West View of Newport.)

Action in the Jerseys in which we have Obtained a Considerable Advantage. I have Tacked about again and will Convey you Every Intelligence in my power of their Movements In has[te] about 2 Miles from Home your Honr [&c.]

Daniel Rodman

1. Letters to the Governor, vol. 9, 1776-1777, R. I. Arch.

# JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

At a Meeting of the Governor and Council of Safety,  
[Hartford] December 6th, 1776.

There being a large fleet of men of war and transports at anchor a little to the westward of N. London harbour and their design not being known, it was determined to be a prudent step to remove the continental and colonial property at N. London up to Norwich, and also to take a quantity of wheat on board a ship at New London, commanded by Capt. [Thomas] Kennedy,<sup>2</sup> for publick use; and Capt. Ephraim Bill, Jabez Perkins and David Mumford of Norwich are appointed and desired to assist Mr. Shaw in taking and removing the said wheat to the mills to be floured, and the continental and colonial ships stores &c. to the places of the greatest safety that can be up Norwich River, and to secure the same as well as they can.

Orders were given to several regiments of the militia to march to New London in the defence of this country against the invasions of the enemy; also letters sent to Genl Washington and others for the needful assistance and steps to be taken in this alarming time of danger &c.

1. Hoadly, ed., *Connecticut State Records*, I, 83.

2. The ship *Mary*.

*Connecticut Gazette*, FRIDAY, DECEMBER 6, 1776

New-London, December 6.

Last Saturday Morning the Flag of Truce mentioned in our last, left this Harbour, and the same Evening put into New-Haven for a Harbour, in her Way to New-York. The State of Rhode-Island, by a Committee which came here last Week, have agreed upon an Exchange of the Prisoners in that State, for a like Number in the British Fleet, which is to take Place the 9th Instant, at this Port. An Exchange of the Prisoners in this State is postponed for the present.

Tuesday last, this Town was alarmed by the Appearance of eleven Ships from the Eastward, coming into the Sound, most of which appeared to be Men of War, who by their Course, for some Time, it was apprehended might be bound in to this Place; but they went further up Sound, and towards Evening anchored under Long-Island Shore, where they lay till Yesterday Morning, when being joined by other Men of War and Transports from New-York, to the Number of near One Hundred, they came to Sail, and anchored near Black-Point, about eight Miles West of this Harbour, where they remain at this Publication. The Appearance of such a formidable Fleet within one Hour's sail of the Town, has thrown the Inhabitants into great Consternation.



Our Readers we doubt not, will readily excuse the Publication of a Half Sheet this Week, on the above Account.

The Public are desired to remember, that the Ship *Sally* and Cargo were notified for Sale at Vendue in New-London, on the 3d December, on which Day the Sale was deferred on Account of the Alarm which then happened. — The Sale of said Ship and Cargo will now take Place on Wednesday the 11th Day of December, in New-London.

per Pros. Wetmore, Marshal.

The Ship *Clarendon* and Cargo, will be sold at Vendue in New-London, on Monday the 16th December.

Pros. Wetmore, Marshal.

The Schooner *May & Elizabeth*, and her Cargo, will be sold at Vendue, on Monday 9th December, 1776, at Norwich.

Pros. Wetmore, Marshal.

#### MASTER'S LOG OF H. M. BRIG *Halifax* <sup>1</sup>

Remarks in Long Isld Sound Friday Decr 6th [1776]

- 8 [A.M.] Weighd and Came to sail and turnd out of the Bay Saw a Sloop on the Rebel Shore sent the Tender to Chace
- 12 [M.] Light Airs and Fair Tiney cock point WNW 3 & ½ Miles out Boats and sent them Mannd and Armd to Chace the Sloop with the Tender at 3 light airs sett steering sails and stood after the Boats, saw the Rebels fire on the Boats from the shore at 4 the Boats returnd, Having run the Sloop on shore sent the Tender to the Wt Wd at 6 Tiney Cock point SWbW 5 Miles bore away for Huntington bay at 7 Came too in Huntington Bay and Veerd to ½ of a Cable

1. PRO, Admiralty 52/1775.

#### JOURNAL OF H. M. S. *Niger*, CAPTAIN GEORGE TALBOT <sup>1</sup>

December 1776

Mount Missery SEbS off Shore 3 Miles

Friday 6th

Mode Breezes & Fair Wr at 5 PM Weigh'd & came to sail at 8 Plumb Isld E 4 Leags at 11 Came too wth the Bt Br in 11 faths off Wading River sent the Barge in shore Man'd & Arm'd & Burnt a small schooner & a Boat belonging to the Rebels

1. PRO, Admiralty 51/637.

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Long Island Sound] 6th Decr 1776 The fleet weighed this morning at 7 o'Clock, Wind E; but having the advantage of a strong ebb tide, we worked, as far as The Race, which is between Fisher's and Gardiner's, Islands. At 2 o'Clock, the tide being spent, the signal was made for anchoring, which Was done by the whole fleet by half past 3 o'Clock. The Race lies between Long Island, Gardiner's Island, Fisher's Island, and The Main; and is occasioned by the narrowness of the



Channel, which confining the great body of water that comes out of the Sound, causes a great rippling on the Ebbtide, in the narrowest part, and has the appearance of the water running over a reef. There is however above 20 fathom water on it.

The tide which flows in at Sandy hook and past New York, is met at Whitestone by that which comes up the Sound from the Eastward; from which place they return again. So that a vessel coming from New York as far as Whitestone with the flood tide, has the advantage of the Ebb tide from thence down the Sound; by which means the passage from New York to some of the Ports in the Sound is made in a very short time.

The passage from New York is very entertaining, and the many beautiful views on each Shore, but particularly that of Long Island, which is in several places intersected by deep bays and Inlets, make it extremely pleasing even at this season on [*sic* of] the year. In Spring or Summer the Views must be delightful.

From the place where we are now at anchor, we have a view of the mouth of the Thames upon which river New London is situated; and which we can see just over the W. end of Fisher's Island. Several vessels are plainly discovered at anchor in the harbour, with their sails loose. We suppose some of them to be Privateers, as many are fitted out from that place. Our Pilot says there is not above 12 feet water on the Bar at high water.

We are now about 15 leagues from Rhode Island, to which place, it now seems past all doubt, we are going. The Ships of War are throwing overboard all useless lumber, and appear to be clearing out in order to bring up against any batteries which the Rebels may have to obstruct our entrance.

The *Mercury* Frigate joined the fleet this afternoon with the Hospital ship which was left behind.

1. *Mackenzie's Diary*, I, 121.

#### WILLING, MORRIS & CO. TO WILLIAM BINGHAM <sup>1</sup>

[Extract]

Philada Decemr 6th 1776

Sir We have already wrote you by this Conveye but we have just recd your favour of the 31st Octr by the *Molly* Capt [Thomas] Conway arrived safe into Maryland & those of the 3d & 5th Novr by Monsr Blaquiere who is just arrived at Chester. You observe our Tobacco by Capt Stevens cost high & the freight out of the way. had you been here when it was shipped you wou'd not have thought so, indeed none but persons on the spot can have a just Idea of the perpetual changes that take place in every branch of business. When ships that in common times sold for £1000, by a sudden demand are raised in Value to £4000 & Seamens Wages jum[p] from £4 to £14 p Mo & every article relative to ship rises in the same proportion what must the freights be to make an equivalent, as to the price of Tobo ours was bought on as good terms as any at the same time, the quality we are very liable to be imposed on, having no inspection nor in fact any persons here sufficiently judges of it; We wonder the exportation of it shou'd not be permitted from Martinico to France, as it is from St Domingo for we had 15 hhds transhipped from Cape Francois on our Acct Rice & Indico we

deem good Commodities at your Market but tis difficult to get them there as they have little shipping to the Southward & here is too much employment for what we have to send them on Circuitous Voyages. . . .

1. Papers of Robert Morris, Accession 1805, LC.

SAMUEL ADAMS TO JAMES WARREN <sup>1</sup>

[Extract] Philadelpa., Dec. 6, 1776  
By the last Accounts from the Northward we are informd that the Ice begins to make on the Lakes. A few choice Friends have conceivd it very practicable when the Enemies Vessels are closd in the Ice to destroy them by burning. Could this be done it would exceedingly distress the Enemy and confound them. I confess I am enthusiastical in this Matter. I wish you would consult *a few* concerning it. If it is a Proposal worth your Notice, and I hardly doubt you will think it so, it must be communicated to a very few. I should think it would be best set on foot and executed by the New England People and I dare say there are trusty Men in our State who thoroughly understand such kind of Business. *Sat Verbum Sapienti.* Think seriously of it.

1. *Warren-Adams Letters*, I, 278, 279.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] December 6th, 1776: –  
Met at 3 o’Clock

*Resolved*, That all River Craft be permitted to pass from this Harbour as Usual, notwithstanding the embargo on sea vessels.

1. *Pennsylvania Colonial Records*, XI, 36.

MATTHEW IRWIN’S ACCOUNT WITH THE PENNSYLVANIA PRIVATEER BRIG  
*General Lee* <sup>1</sup>

		[Philadelphia]
Aug. 31	Briga <i>General Lee</i> , <sup>2</sup> my part, paid	130. . 0. . 0
	Thomas Irwin, 1st payment	
“ “	Thomas Mifflin, paid do towards his	130. . 0. . 0
	Share in said Vessel	
	Briga <i>General Lee</i> , my part, paid	65. . 0. . 0
	Anthy Butler for half his	
	Share in her	
Sept 30	Owners of Briga <i>Gen. Lee</i> paid	0. . 8. . 4
	Porterage of 20 bbls Pork	
Oct 7	Owners of the <i>Lee</i> , paid Jno Roodle	10. 18. . 7
	for 6 bbls Burr Midlings	
	12. 1. 4 Nt 17/ & Casks 19½d	
8.	Briga <i>Gen. Lee</i> my part paid Thomas	100. . 0. . 0
	Irwin 2d Payment for my Share	

9	Briga <i>Gen. Lee</i> , my part, paid Anty Butler for 2d Payment of $\frac{1}{2}$ Share bot of him	}	50. . 0. . 0
	Owners of Briga <i>Gen. Lee</i> , paid for haling 6 bbls Flour	}	. . 2. . 0
Nov 4	Owners of Briga <i>Gen. Lee</i> Dr to Sundry Accounts	}	
	To Beef & Pork for 25 bbls		
	Pork @ £7. 10. . 0	187. 10. 0	
	To John Baker for 1 hhd Rum		
	115 Gals 8/	46. . 0. 0	233. 10. . 0
18	Briga <i>Genl Lee</i> pd Thomas Irwin my		125. . 0. . 0
18	3d paymt <i>Genl Thos Mifflin</i> pd Thos Irwin his 2 & 3 paymt of Brig <i>Lee</i>	}	225. . 0. . 0
Dec 5	Brigne <i>Genl Lee</i> pd Jno Bayard $\frac{1}{10}$ of Cargo & Outfits-2d May [1777]	}	259. 15. . 11 $\frac{1}{2}$
6	Brigantine <i>Genl Lee</i> pd Anthy Butler my 3d paymt for $\frac{1}{2}$ share	}	62. 10. . 0
5	Brigne <i>Genl Lee</i> pd Philip Bhoem for my share-16th June [1777]	}	61. 12. . 3
5	Owners Brigne <i>Genl Lee</i> pd Mathw Potter for the sd Col Expenses	}	1. . 0. . 7

1. Matthew Irwin's Account Book, 1769-1784, LC.

2. The brig *General Lee* of about 100 tons, John Chatham, commander, 12 guns and 90 men, was commissioned October 3, 1776, *Pennsylvania Colonial Records*, X, 740.

# CAPTAIN GEORGE COOK TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Honrd Gent -

Baltimore Dec 6th 1776.

The Snow *George* arived the 4th Inst. that we took November the second and afterwards retaken by one of the ministerial Ships, soon after that the Privateers

Capt. [James] Campbell took her again, she is now lybell'd in their names. As the ship *Defence* first took her, the Province and Ship's company has a right to some part and it will be necessary to have some Attorney employed to claim that part before the Board of Admiralty when she is to be condemn'd. I hope you'll please to appoint some Gent. of the Law for that purpose. I have the Honor to be [&c.]

Geo. Cook

1. Correspondence of Council of Safety, Md. Arch.

# BILL OF LADING FOR THE MARYLAND SCHOONER *Friendship*<sup>1</sup>

Shipped in good order and well conditioned by the Council of Safety of Mary Land, in & upon the good Schooner called The *Friendship*, whom of is Master

for this present Voyage John Gibbons – and now riding at Anchor at the Port of Annapolis, bound to the Island of Saint Eustatia to wit, twenty Hogsheads of Tobacco, four hundred and twenty one Barrels of fine Bur Flour, ten Barrels of Superfine Flour, two hundred Barrels of Bread & two thousand, eight hundred White-Oak Hogshead Staves being marked & numbered as in Margin,<sup>2</sup> & to be delivered in the like good order, and well conditioned, at the aforesaid Port of Saint Eustatia – unto Messrs Vanbibber & Harrison or their Assigns. – In Witness whereof the Master of the said schooner hath affirmed to the Bills of Lading, the one of which said Bills being accomplished, The other to stand void: Dated at Annapolis this 6th Day of December 1776

John Gibbons

1. Executive Papers, Box 2, Folder 90, Md. Arch.
2. The items are listed in the margin but not numbered.

THOMAS LUDWELL LEE TO RICHARD HENRY LEE <sup>1</sup>

[Extract]

My Dear Brother

I must own to you that I cannot avoid some uneasiness at the late manoeuvres & successes of Howe. He avails himself greatly of those advantages which the water gives him to puzzle, distract, & divide our forces. I dont like the small force of 6000 with Washington, whilst no more than 10000 remain on the other side. Does the number of 16000 make up the whole force of our grand army? As little comfort can I draw from that damned torpid militia you mention. Militia, bad at best, can deserve very little confidence in such a state.

However as you dont appear to be alarmed I do not altogether despair.

[Williamsburg] Decr 6th 1776.

Richard Henry Lee Esqr

a member of Congress

Free Philadelphia

1. Lee Papers, UVL.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Friday December 6th 1776

Ordered that the Commissioners of the Navy Board be requested to direct one of the Row Gallies or some other armed Vessell belonging to this State to proceed immediately to the Head of Elk for the purpose of transporting seven hundred stand of Arms, purchased by our Delegates in Congress and lodged at that Place under the care of Mr Hollingworth and that the said Commissioners give Instructions to the Captain of such Vessell that may be sent for the aforesaid Purpose to return with the said Arms to this Place as soon as possible.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 266, 267.



NOTICE TO BRITISH CREW OF THE PRIZE SHIP *Caroline* <sup>1</sup>

Williamsburg, December 6.

The master and crew of the ship *Caroline*, taken by the schooner privateer *Harlequin*,<sup>2</sup> and condemned as a lawful prize by the Court of Admiralty of this state, are hereby advertised, that they are to apply to William Lux, esq; of the town of Baltimore, in the state of Maryland, for payment of the wages due to them from said ship, agreeable to a resolution of the Continental Congress.<sup>3</sup>

By order of the Hon. Court of Admiralty.

Ben: Powell, marshal

1. Purdie's *Virginia Gazette*, December 6, 1776.

2. A Maryland privateer, William Woolsey, commander.

3. Resolution of March 19, 1776: "that all seamen and mariners on board of merchants ships and vessels, taken and condemned as prize, shall be entitled to their pay, according to the terms of their contracts, until the time of the condemnation," Ford, ed., *JCC*, IV, 214.

VICE ADMIRAL JAMES YOUNG'S CONTRACT WITH DOVER, TAYLOR & BELL  
AND OTHERS <sup>1</sup>

Antigua. Contracted and agreed this Sixth day of December 1776 between James Young Esquire, Vice Admiral of the Red; and Commander in Chief of His Majestys Ships and Vessels Employed and to be Employed at Barbadoes the Leeward Islands and the Seas Adjacent, for and on behalf of His Majesty: and in the Name of the Principal Officers and Commissioners of His Majesty's Navy; on the one Part: and Messrs Dover Taylor and Bell of the Town of St John in the Island of Antigua Merchants and Copartners on the other Part. And the Said Messrs Dover Taylor & Bell for and in Consideration of the Monies herein after Agreed to be paid them by the said Principal Officers and Commissioners of His Majesty's Navy; Do Contract and Oblige themselves, their Executors and Administrators, to do and Perform every thing Contained in the Articles or Clauses herein next following Vizt.

The Said Messrs Dover Taylor & Bell, for and on behalf of themselves and all and every the Part Owners of the Ship *Lord North*; whereof George Ross is now Master [of] the Burthen of Two Hundred Tons or thereabouts; Mounting Fourteen Carriage Guns, & Twelve Swivels; Navigated by Twenty five Men; now Riding in the Harbour of St John, Antigua, Do Covenant and Agree that their Said Ship *Lord North* shall proceed, forthwith to the Island of Montserrat, and there receive on board, all such Soldiers, Women Arms Ammunition, Provisions and Stores, As the Said James Young Esqr Vice Admiral of the Red and Commander in Chief &ca shall order to be put on board her (being part of the Eighth and part of the Forty seventh Regiments of His Majesty's Forces, which were brought from England by the *Hind* Transport, *King George*, Daniel Witherdon Master, who having Lost His Masts in bad Weather at Sea put into the Said Island in distress, and Cannot proceed the Voyage without great repairs and much Delay), And carry Said Troops to New York in North America, and there to Land them Pursuant to the Directions of the Commanding Officer of the Kings forces, at that Place. During the Con-



tinuance of the Troops on board the ship *Lord North*, It is declared and Agreed that the Officers shall be accomodated with the Great Cabbin and other Cabbins of the Ship except a Proper Cabbin for the Master and A small one for the Mate, and that the Gunroom Forecastle and Steerage or Such part thereof as shall be necessary be reserved for Lodging the Seamen. The Troops are to be provided at the Cost and Charge of the Owners with Coppers or Furnaces Sufficient and Necessary for the Boiling and dressing their Provisions, and also with Cans and Pumps for serving them with Water &ca, in their Voyage as well as with, Platters Spoons Candles and Lanthorns. They are to be Victualled at Navy Two Thirds Allowance, from the Kings Provisions put on board with them from the *King George* Transport; and to be Provided with Water Casks and Hammacoes [hammocks], at the Expençe of His Majesty; For which Provisions, Water Casks and Hammacoes, the Master of the Ship *Lord North* is to give Proper Receipts, and duly to Account for the Expenditure of the Same at the end of His Voyage, and he is to return into his Majesty's Stores at New York all the Kings Provisions that are remaining on board at the Time he shall Land the Said Troops at New York; and also the Water Casks and Hammacoes, for all which he is to take proper Receipts, and also a Certificate from the Commanding Officer of the Kings Forces of His Having Performed the Conditions of this Contract.

And in Consideration of Said Covenants Conditions and Agreements being duly performed and Executed by the aforesaid Messrs Dover Taylor & Bell, The Said Vice Admiral Young, in the Name of the said Principal Officers and Commissioners of the Navy, doth Covenant and Promise; for and on behalf of His Majesty, That the said Messrs Dover Taylor & Bell; their Executors Administrators or Assigns shall be allowed and Paid, the Sum of Four Pounds Sterling for each Person, belonging to the Kings Troops taken on board the Said Ship *Lord North* at the Island of Montserrat, in Order to their being Carried to, and Landed at New York, as aforesaid, which Money is to be paid by the Aforesaid Commissioners (on the Producing to them the Aforesaid Accounts Receipts & Certificates) in Course of the Navy, and if not paid in Six Months then to be allowed Interest as usual.

To the True performance, and keeping all and every the Covenants, Conditions and Agreements, above Mentioned on the Part and behalf of the Said Messrs Dover Taylor & Bell, to be kept done and performed; They the Said Dover Taylor and Bell bind themselves their Heirs, Executors and Administrators, Unto the Said Vice Admiral Young in the Name of the Said Principal Officers and Commissioners of the Navy for & on behalf of His Majesty, in the Penalty or Sum of Five hundred Pounds, of Lawful Money of Great Britain, to be recovered and Paid by these Presents.

In Witness whereof The Parties abovementioned have hereunto interchangeably set their Hands and Seals the Day and Year first above Written.

Dover Taylor & Bell

Sealed and Delivered }  
in Presence of }

Geo: Lawford

H: Garnier

(Copy)

7 Dec.

JAMES HOGAN TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir, Saturday Evening Decr 7th  
 Possessed of the most acute sensations I regret, that part of my Conduct which hath given Origin to your Offence, and hope you will overlook whatever has passed, relying on my future Endeavours to serve you. I have the honor to be Sir, with due Respect [&c.]

James Hogan <sup>2</sup>

[Endorsed by Jones] *Alfred* at Sea 7th Decr 1776 from Mr. Hogan when under Confinement.

1. Papers of John Paul Jones, 6514b, LC.
2. Hogan was captain's secretary on board the *Alfred*.

INVOICE OF FURS SHIPPED ON BOARD THE SHIP *Montgomery* <sup>1</sup>

Invoice of two Hogsheads Furrs ship'd in the Ship *Montgomery* Joseph Rowe Master for Bourdeaux & Consign'd Messrs Louis Poncet & Sons Merchts there, on Acct & Risque of the Board of War, for the State of the Massachusetts Bay –

No 1	1 Hogshead Furrs –	2	1 Hogsheads Furrs –
	81 Otters		10 Red Foxes –
	22 Ordinary do		1 Ordinary do
	19 red Foxes		55 Otters
	4 Ordinary do		11 Ordinary
	14 Patch do		117 Minks
	5 black Poll do		30 Ordinary do
	6 Martins		397 Martin do
			16 Fishers –
			1 Ordinary do –
			1 Catt –
			1 large Bear
			1 small do –

Newbury Port Decr 7 1776  
 Errors Excepted  
 for the Board of War  
 Jackson Tracy & Tracy

(Copy)

1. Mass. Arch., vol. 138, 361.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN PAUL REED <sup>1</sup>

Sir/ Boston Decemr 7. 1776 –  
 The Board of War having purchas'd of you the Briggt *Warren*, now laying at Booth Bay & appointed you to the Command of her, do hereby direct you with all possible Dispatch to Load her with Lumber (Staves excepted) fit for the West India Market. – To engage a Sufficient number of Hands to navigate her &

to proceed as soon as She is ready for Cape Francois & there dispose of your Cargo to the best advantage & if you have Opportunity of your Vessell also & lay out the proceeds in good effective Fire Arms if you can obtain to that Amount – if you cannot the Over-plus must be laid out in Powder if to be obtained, if it is not, in any of those Warlike Stores of which you have a Memorandum annex'd –

If you shou'd dispose of the Briggt we shall expect you to return & bring with you the Proceeds of her & her Cargo in some one of the Vessells we shall send to the Cape of which you will receive Notice when there –

You will purchase your Cargo of Lumber on the best Terms you can, send a Bill of Loading & Invoice of the Cargo to this Board & may draw upon them for the amount –

By Order of the Board –

Memorandum –

4 Brass Field Pieces, 3 or 4 pounds

10 Tons Lead –

50 M French Flints

Russia or Ravens Duck

Ticklinburgh –

Cordage –

Coarse Linnens

Coarse Cloths –

PS. You are not to sell your Vessell under Twelve hundred pounds Currency – The Board consent to allow you five P Ct Commsn on the Sales of your Cargo & two & half PCT on the returns –

[Endorsed] Decr 7. 1776 I acknowledge the above to be a true Copy of the Orders I have received from the Honble Board of War & promise to obey the same –

Paul Reed

1. Mass. Arch., vol. 151, 391, Letters from the Board of War, 1776–1780.

#### DIARY OF BENJAMIN MARSTON<sup>1</sup>

[Plymouth] Decr 7. Their Army is now broken to peices – Their General not to be found – so that General How has been Obliged to send to the Governor of Connecticut about an exchange of prisoners – of whom he has great N[umbe]rs – They have likewise lost a very great part of their Cannon Tents & baggage – And yet the managers of the Game in the province affect to talk in the high Style – Still push the draughting of every fourth man to releive the Army who are every day running home – Sick Louzy ragged & full of all manner of nastiness – Nay General Wn [Washington] (who moves the Puppets (or puppies) of this place) has the effrontery to give out that a french fleet & army will be over early in the Spring – But he has lyed so often & so barefacedly That his very tools & creatures begin to distrust & contemn him – A Fleet from France! – There will be one from the Moon as soon – Strange Stupidity to expect assistance from that quarter – For can it be tho't, that any European power who has colonies in America would lend a helping hand to form an independant State here so large an one, as the British Colonies would make; if all united. –<sup>2</sup>

1. Marston Diary, UNBL.

2. To the above remarks, Marston added: "(10 years afterwards) I find in this I was much out in my Guess."

PROCLAMATION OF GOVERNOR NICHOLAS COOKE <sup>1</sup>

State of Rhode-Island and Providence Plantations.

Gentlemen,

The Enemy's Fleet, consisting of upwards of 100 Sail of Men of War and Transports, have arrived in the Mouth of the Bay, and are now steering towards this Town, both upon the East and West Side of Conanicut, who may be here before Morning: I therefore earnestly beseech the Assistance and Aid of our Sister States, and that every Person capable of bearing Arms will forthwith appear, to stop the Progress of the Enemy. If they get a Lodgment in this Town, they will soon penetrate the Country. You will all come properly armed, with the necessary Accoutrements, and with Blankets, Knapsacks, and such Provisions as you can bring with you. I am, Gentlemen, in haste [&c.]

Nicholas Cook, Governor.

Providence, December 7, 1776, 4 o'Clock P.M.

To all the Brave Inhabitants of New-England.

1. *Independent Chronicle*, Boston, December 13, 1776.GOVERNOR NICHOLAS COOKE TO GOVERNOR JAMES BOWDOIN <sup>1</sup>

Providence, Decr 7th 1776.

5 O'clock, P.M.

Sir — By Expresses & other Channels I have certain intelligence that between 10 & 11 o'clock, A.M. 30 sail of Ships were seen coming into the Harbor of Newport, and that upwards of 100 sail were between two & three o'clock between Canonicut & the Main Land steering directly up the River. The General Court must be fully apprised of our dangerous situation, and of the fatal consequences of the Enemy's effecting a lodgment upon the Continent & need not any argument to excite them to exert the force of Massachusetts Bay upon this most important occasion, upon the event of which the fate of America may depend. Your most obedt Servant,

Nicholas Cook.

[Endorsed] (Copy sent to New-Hampshire)

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 411–12.GOVERNOR NICHOLAS COOKE TO COMMODORE ESEK HOPKINS <sup>1</sup>Council Chamber Providence Novr [*sic* December] 7th

Saturday Eveng 7. oClk —

Sr Yours of this Day is Jest handed me by Mr [Samuel] Brownel, and thank you for the Intelligence, tho had Repeated Advice theirow by Land from Each Side of the Bay, the Committee havg tacon up about 40 prissoners of the Sailors brot here by the Severil Priveteers and beleave their is as many more Yet about Street, our Jail is Very Full, and Sendg them in the Countrey may Not Answer as their will be but Fue or no men their to take care of them, I havg Called in all the men in this Countey to the Defence of the state, abut 500 men have March'd for Newport, before I recd Yours, had Got Printed & Dispersd a Grait Number of the Inclosed hand Bills, So that Should the enemey Delay their attack on this



part of the State a Fue Days I hope to Give them a Very handsome Reception I  
am sr [&c.]

Nich<sup>s</sup> Cooke

Ps please to Let Me know as Soone as May be, What Number of the above  
Prissoners Shall be Sent onbord your Ships –

To Esek Hopkins Esqr

Commander of the Continental

Navy, onbord the *Warrin* Near

Pawtuxett

1. Hopkins Papers, RIHS.

BRIGADIER GENERAL WILLIAM WEST TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Governer Cook Sir

I am very Sorry that Matters have Bin Such that I Could not writ to you Be  
fore I arived at Newport the fifth Day of this Instant when I found Colonel  
[John] Cook upon a Retreat and I thought it Best not to Countermand the order  
Bout to asist with all Posable Des patch we have got of[f] a grate quantity of  
Stock also Chife of the Bagage and war Like Stores But obliged to Leve about  
fifteen heave Canno[n] have take of[f] all the troops I Came of[f] in the Last  
Boat But one the Enemy Got Down to the farry Befour I Got half over and  
fired upon the Last Boat But killed no men I am Credibly informed they Landed  
about Eight thousan men we have got a Considerable number of men at Brister  
[Bristol] and Brister ferry But it has Bin out of my power to git a Return of how  
maney

Sir I shall right to you a gain Soon and as Cant t[e]ll the movement of  
[the] Enmey how it may Be for the futer. Cant So well tell what number of men  
I Shall want at this place I Can writ[e] But Short I have not Had But verey  
Littel rest Sence I Lef provide[nce] Governer [William] Bradford has wrote  
what stores we want these from you[r] [&c.]

W<sup>m</sup> West

Dated at Bristol this 7 day [December] 1776

1. Letters to the Governor, vol. 9, 1776–1777, R.I. Arch.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL <sup>1</sup>

December 1776

Eastermost of Rhode Island in Sight NE

Saturday 7th

at 6 AM weighed & came to sail in Company with the Fleet;  
at 10 the Commodore made a Signal to clear Ship for Action, &  
for the Sternmost Ships to make more Sail, washed the ship with  
Vinegar.

Ditto Weather [Modt breezes & clear Wear] At 2 PM cleared  
Ship for Action, at 4 PM Anchd p Signal from the Commodore,  
the *Chatham* brought a Brigg too coming out of Rhode Island  
bound to North Carolina, took her in custody

1. PRO, Admiralty 51/311.



JOURNAL OF H.M.S. *Sphynx*, CAPTAIN ANTHONY HUNT<sup>1</sup>

December 1776

Saturday 7th

The Lighthouse at Rhoad Island, NNE $\frac{1}{2}$ E 6 or 7 Miles

At 4 AM weighed p Signal & came to Sail in Company the fleet, Do Joind company His Majestys Ship *Mercury*, at 8 Block Island ESE, the Eastermost point of Long Island SbW, at 10 the Commadore made the Sigl for the Sternmost of the Convoy to make more Sail, at 11 the Commadore made the Signal to prepair for Battle –

First part fresh Breezes & hazey Wr latter little wind & Cloudy with Drizling Rain, pm Running into Rhoad Island thr'o the Western Chanl at  $\frac{1}{2}$  past 2 came too in the Channel above Dutch Island with the Bt Br in 11 fm Veerd to  $\frac{1}{2}$  a Cable, the Commodore & Fleet went round Connanicut.

1. PRO, Admiralty 51/922.

JOURNAL OF H.M.S. *Experiment*, CAPTAIN JAMES WALLACE<sup>1</sup>

Decemr 1776

Rhode Island NE 4 Leagues

Saturday 7

AM at 4 the Commadore made the signal to weigh weigh'd & came to sail, at 8 out all reefs, Clear'd Ship for Action, the Commadore signl to prepare for Battle, hoisted out the Longboat, at 11 the Commadore signal to make more sail, at Noon shortened sail & in 1st reefs Topsails, all the Convoy in Compy

Modte & fair PM at 1 the Commadore made our Captns signal,  $\frac{1}{2}$  past spoke him & reced orders to go ahead & lead into Port, made sl a head & steer'd into the Western Passage, between the Isld of Connanicut & the Main,  $\frac{1}{4}$  pt 3 the Commadore signl to Anchor, at 5 Brot up wth the Bt Br in  $7\frac{1}{2}$  fms off the NW end of Rhode Island & veer'd to  $\frac{1}{2}$  a Cable wth springs to bring the Broadside to bear for making good a Landing,  $\frac{1}{4}$  pt the Comdre & Convoy Brot up,  $\frac{1}{2}$  past 5 the signl to Moor. Moor'd a Cable each way,  $\frac{3}{4}$  pt the signal for all Lieuts, boarded & took a Brigg wth Lumber, at 7 the Signl on bd the Commadore for all Lieuts, at 8 hove up Broadside to the Shore, in order to protect the Troops Landing, at  $\frac{1}{2}$  pt the Boats with the Troops in came under our protection, at 9 made the signal to land,  $\frac{1}{4}$  past the party of boats Landed some Troops without any opposition, at 10 our signal on board the Commadore for an Officer, two Frigates got under weigh to stop the Passages leading to Providence to prevent the Rebels Vessels getting out & some Transports to Newport to land Troops to take Possession of the Town.

1. PRO, Admiralty 51/331.

JOURNAL OF H.M.S. *Chatham*, CAPTAIN TOBY CAULFIELD <sup>1</sup>

- December 1776                      Anchored with B. Br in 7 fm off Sandy hook
- Sunday 1                      10 AM weighed & came to Sail in Co wt H.M.S. *Asia*, *Renown*, *Preston*, *Experiment*, *Emerald*, *Cerberus*, *Sphynx* & One Transport  
Mod. & Clear    sounded occasionally – in Co wt the fleet
- Monday 2                      ½ past 9 AM saw a Sail in the S.W Quarter    made the *Cerberus* Sgl to give Chace tack'd occasionally  
first & middle parts fresh Gales & Clear latter mod. & hazey    in Co. wt. the fleet    ½ past 4 P.M came to an anchor off Block Island in 17 fm    fir'd the evg Gun
- Tuesday 3                      at 6 AM weighed & came to Sail as did the fleet    ½ past 10 fir'd a Gun & made Sgl for the fleet to bear away  
Do Wear    1 PM made Sgl for the fleet to anchor    at 2 Anchored in 23 fm off Plumb Island
- Wednesday 4                      fresh Gales & Cloudy    10 PM fired a Gun & made Sgl to strike Yards & Topmts
- Thursday 5                      at 7 AM got up do    at 8 Commodore Hotham saluted wt 13 Guns retd 13    at 10 fir'd a Gun & made Sgl to weigh  
fresh breezes & Clear    1 P.M weighed & came to Sail    at 4 came to in Black Point Bay found riding here Comdre Hotham wt 51 Sail of Transports    fir'd the morn'g & evg Guns.
- Friday 6                      8 AM weighed & came to Sail in Co Wt 64 Sail, Tack'd occasionally  
Mod. & Cloudy    3 PM fir'd a Gun & made the Sgl to anchor  
4 do repeated the Sigl & came to in 18 fm Water    fir'd several Guns occasionally
- Saturday 7                      5 AM weighed & came to Sail    65 sail in Co    made the Signal to prepare for Battle – the *Preston* repeated do  
Do Wear wt Rain    2 PM fir'd a Gun & made the Sigl for the fleet to anchor    at 2 fired 2 Six pdrs & brot too a brig from Newport bound to Providence [*sic* to North Carolina]    at ½ past 3 came too wt the B. Br & moored a Cable each way    flatt boats empd landing the Troops – fired the morn'g & Evg Guns

1. PRO, Admiralty 51/192.

GENERAL ORDER OF MAJOR GENERAL HENRY CLINTON <sup>1</sup>

General Orders.

On board His Majesty's Ship *Chatham*

Rhode Island harbour. 7th Decr 1776

The General is certain that the officers Commanding Regiments will take the utmost care that the reputation their courage has so justly given them during this Campaign, is not sullied by Marauding, or any other disorderly behavior. Want of discipline does not reflect less dishonor on a Corps, than deficiency in point of Spirit.

1. *Mackenzie's Diary*, I, 125.

DIARY OF FREDERICK MACKENZIE <sup>1</sup>

Rhode Island Harbour, 7th Decr A fine fair wind all last night, and good weather; which continuing this morning, at 4 o'Clock the signal was made for the fleet to weigh, and at 5 the whole was under way, with a fresh wind at S.W. At 8 o'Clock saw Block Island, at 10 Point Judith, which is the S.E. point of Connecticut, and at 12 made the Light House on the S. point of Connonicut Island at the entrance of Rhode Island harbour. The Commodore soon after made the Signal to speak with The *Experiment*, Capt Wallace; and about 1 o'Clock that ship took the lead, and stood up the Western Channel, between Connonicut, and the Main, followed by the *Chatham*, and *Asia*, and then by the transports and other ships according to the form of Sailing given out.

No Enemy appeared on either side as we went up.

About 2 miles from the Light House, the Rebels had a Battery or Redoubt, with 4 Embrasures towards the Channel. But it appeared to be abandoned.

When the leading ships had got as far as the N. end of Connonicut Island, they hawled round the point to the Eastward, and steered down the Middle Channel towards Newport on Rhode Island, keeping near the Rhode Island shore. The rest of the fleet followed in order, and about 4 o'Clock the signal was made to anchor, which was done by the whole fleet at 5 in the afternoon, without the smallest accident, about 4 miles from Newport, between Dyer's Island, and Weaver's Cove, half a mile from the Shore, and immediately off Mr Stoddard's house. As the fleet turned round the N. end of Connonicut Island, we saw three large ships and a Brig, standing up the harbour at the back of Prudence Island, with all sails set. We at first took them to be some of our Frigates which had come up the Middle passage before us; but we soon found they were Rebel frigates, Commanded by Mr Hopkins, Commander in Chief of the Rebel fleet. They went up towards Providence. A Brig laden with Lumber and Poultry, which was too late in coming away from Newport, struck to the *Chatham*, who fired two shot at her.

No armed Rebels appear on the shore. A few appear on Tammany hill, about 2 miles from the town, where they appear to have a work thrown up, and on which there is a Beacon erected. The Rebel Colours are flying on the Batteries below the town.

As soon as the fleet came to an anchor, eight men came down to the shore near Stoddard's house, on which a boat was sent to them from the *Experiment*, which returned with four of them; the others rode back towards the town. It appears from this circumstance that the Rebels have no great force on the Island, and those who are there do not intend to make any resistance, & will probable retire before we land.

The passage of the fleet here, and the weather during that passage, has been as favorable as could have been wished, particularly during this day, when we had the most favorable wind that was possible, by which the fleet was enabled, without loss of time, to come in by a passage which it is probable the Enemy did not expect so large a fleet would attempt. The same wind served to bring us round Connonicut to our present anchorage without the smallest obstructoin. We have by this means avoided those batteries which they no doubt have erected to defend the



*British landing on Rhode Island*



usual and principal entrance. We have now got above the town, and the Rebels must either abandon it, or fall into our hands.

Orders were given this evening for the Army to land to-Morrow at daybreak.

1. *Mackenzie's Diary*, I, 122-23.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN EPHRAIM BILL, NORWICH<sup>1</sup>

Sr

Lebanon Decr 7th. 1776

You are hereby directed to Ship on bord the Schooner *Spye* Robert Niles Com-mander part of the Westindia goods in your Care as much Rum and Sugar as he Can Carry for the use of Our Troops in Genl Washingtons Army to be Trans-ported by Said Niles as far Westward towards the Army as he Can Safely proceed with his vessell & then Land the Same with directions to have it forwarded to the Army to the Care of Such Persons as the Genl Officers from this State Shall direct in order to be Disposed of to the Troops raised in this State agreeable to the Act of the General Assembly –

if Landed at N Haven to Colol Jonathan Fitch

if at Stratford to the Care of John Brooks Esqr

if at Fairfield to the Care of Saml Squire Esqr

if at Norwalk to the Care of Thadeas Betts

if at Stanford to the Care of Danl Gray

and proper Rects to be taken for the Same wherever Landed to lye for further Orders from the Govr & Comtee of Safety or from Majr Genl [Joseph] Spencer –  
I am Sir [&c.]

Jonth Trumbull

1. Conn. Arch., 1st Series, XXXI, 114, ConnSL.

NATHANIEL SHAW, JR. TO JOSEPH TRUMBULL, COMMISSARY GENERAL OF  
THE CONTINENTAL ARMY<sup>1</sup>

Dear Sir,

N London Decr 7 1776

I Reced yours 29th Ulto and observe what you say about Mr Cable – have engaged one hundred Teirces of Bread of him for the Navy and am very sorry to here that he has Rais'd the price of flour however shall wright him about the matter and shall take care how I employ such Fellows for the future – as to the pork I purchase have given express orders that they give no more then what you do – Their is a Continental Prize now in this Port with about Sixty Punchions Jamica Rum London proof. the Sale comes on next Monday sennet, the last that was sold at Norwich was at Ten shillings, our state have pass'd an Act that we must not sell at more then 6/ pr gal I should be glad you would take the whole and give the Customery price 10/ which will settle the matter and I believe will give universal Satisfaction to all concern'd, otherwise I must keep it untill I hear from the merine Comtte at Phila – I have orders to Remitt what money I have of theirs to Phila and they have desired that I would procure Bills from you or sum other Person that is Employ'd in the Public way, soon as I compleat the Sales of this Cargoe Should be glad to git a Bill from you to the Amo of what I may have in my hands – I have had a Small Vessell Loaded with Twenty five hhd N E Rum



for you this three Weeks, but the Men of Warr are been so much in the Sound that I dare not send it along – Yesterday there was about Sixty Sail of Ships Sail'd through the Race, after Lying two days under Black Point which alarm'd us in this Town (not a Little) all the Melitia this Side the River was order'd down to this Town, and I assure you they came in very full, we sent a Boat out to D[o]g the Fleet and they this moment Return'd & say that they Saild between Block Island & the main and doubled round Point Judith, so that undoubtedly they are gone to Newport I believe the Sound will be pretty clear and shall send what N E Rum, I have as fast as I could shipt it, what Salt I have shall deliver [Jeremiah] Wadsworth when ever he Sends unless the people break open the Store which I assure you they threaten – the expedition to Long Island under the command of Col [William] Richmond, I Supplied with Shipping &c by order of our Govr how & by whom am I to be paid, should be glad of your advice – please to forward the Inclos'd by the first post for Phila as it is of Consiquence that I have an answe're directly – Pray if you can spare the time let us know how matters go on the other Side of the River – for we have had no news that can be relied on Since the taking of Fort Lee. I am &c

1. Shaw Letter Book, YUL.

NATHANIEL SHAW, JR. TO FRANCIS LEWIS AND PHILIP LIVINGSTON<sup>1</sup>

Gentlemen,

New London Decr 7 1776

I wrote you 23d Ulto advising of the Ship *Mary* being in this Port, Since that I have not Received any of your favours – have now to informe you that this day there came out an Order from the Govr & Council of this State to have the Cargo unloaded & sent up to Norwich to the Mills with orders to have it Ground & made into Bread. I Suppose the reason for this is, that Wheat is become avery Scarse Article this Way and the great probability of a move being made of by the British Troops to Newport, for this two days past we hourly expected a Vissell from them in this Town, a Large Fleet of between Sixty & Seventy Sail of Ships lay at anchor Just back of our light house, & yesterday Saild to the Eastward, we sent out a Boat to Watch their motions and they Returned & say the whole fleet Saild between Block Island & the main, and Doubled round Point Judith so that undoubt[c]dly they are gone into Newport – Expect soon to have you[r] directions Relative to the Ship for I believe now she will not be able to get out this port by reason of the Men of Warr which are Crusing of[f] this Harbour for this Ten Days past – If you approve of it I can git the Commissn Bills for the Amo of the Cargo Pay in Phila I am &c

1. Shaw Letter Book, YUL.

CAPTAIN ANDREW SNAPE HAMOND, R. N., TO CAPTAIN CHARLES PHIPPS,  
H. M. S. *Camilla*<sup>1</sup>

By Andrew Snape Hamond Esqr &ca

You are hereby required and directed to proceed along the Coast to the Southward, with his Majesty's Ship under your command, and looking into Egg

Harbour in your way, if the weather permits of it, join me off Cape Henlopen Lighthouse, as soon as possible.

Given &ca at New York the 7th Decr 1776  
A S H ——— d

1. Hamond, Orders issued, 1776–1778, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R. N., TO THREE NAVAL CAPTAINS <sup>1</sup>

By Andrew Snape Hamond Esquire  
Captain of His Majesty's Ship the *Roebuck*.

Seal'd Rendezvous not to be  
opened, but in case of separation

In case of Separation by bad weather or any other unavoidable accident; You are hereby directed to join me off Cape Henlopen Light-house, as soon as possible.

Given under my hand on board – His Majesty's Ship  
the *Roebuck* at New York the 7th Decr 1776

A S. H ——— d

To the Captains [Thomas] Wilkinson  
Elphinston [George Keith Elphinstone]  
&  
[John] Linzee

1. Hamond, Orders issued, 1776–1778, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R. N., TO CERTAIN NAVAL CAPTAINS <sup>1</sup>

By Andrew Snape Hamond Esquire  
Captain of His Majesty's Ship the *Roebuck*

In consequence of Orders from the Lord Vt Howe Vice Admiral of the White and commander in chief of His Majesty's Ships and Vessels in North America.

You are hereby required and directed to put your self under my command and follow all such orders and directions as you shall from time to time receive from me for His Majesty's Service.

Given under my hand on board His Majesty's Ship  
the *Roebuck* at New York the 7th December 1776.

To A S Hamond

Captain Wilkinson of His Maj's Ship *Pearle*.

The Hon'ble Captain Elphinston – *Perseus*

– – Phipps – *Camilla*

Captain Linzee – *Falcon*

Distinguishing Signals  
deld the above Captains.

Pendants.

Red	White	Blue	Place
<i>Roebuck</i>	<i>Pearl</i>	<i>Perseus</i>	Maintopmasthead
<i>Camilla</i>	<i>Falcon</i>		Foretopmasthead
			Mizentopmthead

1. Hamond, Orders issued, 1776–1778, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R. N., TO FOUR OF HIS MAJESTY'S  
NAVAL CAPTAINS <sup>1</sup>

Private Signals

Private Signals for his Majestys Ships under my command to know each other.

By Day.

The Ship to Windward shall lower down her Foretopsail, which the Ship to Leeward shall answer by lowering down her Maintopsail, there the Ship to Windward shall hoist an English Jack at her Maintopmasthead, which the Ship to Leeward shall answer by hoisting an English Jack at her Foretopmasthead, then both Ships shall hoist their proper Colours.

By Night

The Ship to Windward shall hoist Five lights where they can best be Seen, one over the other, the Ship to Leeward to hoist Two lights, abreast of each other, where they can best be seen; Then the Ship to Windward to burn one false fire, and the other to burn Two

Given on board His Majestys Ship the *Roebuck*  
at New York the 7th Decr 76

A S Hamond

To The respective Captains of  
His Majesty's Ships the  
*Pearl – Perseus – Camilla & Falcon.*

1. Hamond, Orders issued, 1776–1778, UVL.

DIARY OF DR. THOMAS MOFFAT <sup>1</sup>

[On board H. M. Sloop *Swan* at Sandy Hook]

Saturday Decr 7th [1776] a sloop prize of *Orpheus & Daphne* from Bourdeaux with 1400 bolts of Canvass Salt petre Brimstone fire arms &c <sup>2</sup> passed up to the fleet.

1. Thomas Moffat's Diary, LC.

2. The *Samuel*, John Hutchins, master, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

GEORGE WASHINGTON TO COLONEL JOHN CADWALADER <sup>1</sup>

Sir:

Trenton, December 7, 1776.

As your Troops (from Philadelphia) can be better accomodated in this place than at Princeton, where Quarters are scarce, I would have you remain here till the whole of your Brigade comes up. In the meanwhile, keep me regularly advised of their arrival that I may endeavour to time other matters thereby.

If they are not already properly arranged no time should be lost in doing of it; nor in compleating them with Ammunition; keep them regularly supplied with three days Provisions ready Cooked, that they may be ready to March at a Moments warning.

The Marines, Sailors &ca. from Philadelphia you will take under your care till a further disposition of them can be made, if necessary, letting me know the

meanwhile if they came out resolved to act upon Land or meant to confine their Services to the Water only.

Delay no time in advising me of your strength, with sincere esteem, etc.

1. Fitzpatrick, ed., *Writings of Washington*, VI, 334–35.

#### JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Saturday, December 7, 1776

That Captain [Nicholas] Biddle be empowered to inlist into the continental service, such of the sailors in prison as he shall think proper.

1. Ford, ed., *JCC*, VI, 1009.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] December 7th, 1776.

*Resolved*, That this Port shall be opened on Monday next, and all Vessells be allowed to pass and Repass.

Commissions were granted to Wingate Newman, Captain; Wm. Baxter, Cap'n Lieut.; Nathaniel Wallace, 2nd Lieut.; & John Sober, Lieut. fire Worker of artillery in the Militia of the City & Liberties of Philad'a.<sup>2</sup>

1. *Pennsylvania Colonial Records*, XI, 36, 37.
2. Officers of the Pennsylvania privateer brig *Hancock* who had volunteered to serve in the army during the emergency.

#### JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Saturday December 7th 1776

On a Complaint brought before this Board by Thomas De Saussive Super cargo of the Sloop *Maria* lately arrived with Salt from Saint Eustatia setting forth that the Captains of two armed vessells belonging to this State have enlisted four of the Seamen belonging to the said Sloop that is to say Alexander Hendrall, Christopher Rostendall and Abraham Robswat are enlisted by Capt. [John] Harris and Thomas Tufts by Capt. [Willis] Willson.<sup>2</sup> They are of Opinion that such a Practice must be highly prejudicial to the Commerce of this State It is therefore Ordered that the said Seamen be immediately given up

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 268, 269.
2. Harris commanded the brig *Musquetto*; Wilson, the galley *Caswell*.

#### GOVERNOR PATRICK TONYN TO LORD GEORGE GERMAIN <sup>1</sup>

[Extract]

No 31

A report has been current, my Lord, that the rebels are supplied with ammunition from New Orleans, up the Mississippi to Fort Pitt, a laborious hazardous attempt. The Indians, my Lord, will certainly consider it, a noble inviting prise, I am hopeful, they will intercept them.

Mr Stuart <sup>2</sup> mentions a Batteau with sixteen thousand weight of Gunpowder escorted by the Rebels, up the Mississippi for Detroit or Fort Pitt, and, that he has sent the Indians to way lay them, I hope, with all my heart, they will succeed.

These accounts, my Lord, I shall convey, with all possible dispatch to the commanders in Chief of the Army and Navy. . . .

St Augustine 7 Decr 1776

1. PRO, Colonial Office, 5/557, 67-72.
2. John Stuart, Indian Agent at Pensacola.

"A LETTER FROM ROBERT NICHOLSON, CARPENTER, ON BOARD THE *Le Soye Planter* . . . DATED SANTA CRUZ, DEC. 7"<sup>1</sup>

On the 1st of Nov. we sailed from New York for Corke, but on the 10th of the said month, in lat. 38,20, long. 60, fell in with an American privateer, and were taken.<sup>2</sup> They left four men, a boy, and myself, on board, who, with twelve of their own men, were to carry the prize into Boston. On the 12th we met with a violent gale of wind at N.N.W. and being very leaky, had then four feet water in the hold, which kept two pumps constantly going. Being unable to reach the destined port, we bore away for Cape Francois, and in the interim I stopt several leaks. On the 22d I disclosed my mind to the Boatswain and fellow-prisoners of seizing the ship, which met with their concurrence: accordingly, the same day, being in the cabin with the Mate, I suddenly seized him, with four pistols about him, and with one of them knocked him down; then handing the pistols upon deck, desired my comrades to make use of them, but save lives if possible, which they did so effectually that we were soon masters of the vessel without bloodshed. We then proceeded with the ship, though in great distress, to Santa Cruz, belonging to the Danes, where we arrived on the 1st of December, and where I met with the owner (from Domingo) and many other friends, who gave me a joyful welcome.

1. *London Chronicle*, February 11 to February 13, 1777.
2. "The *La Soy Planter*, Smith, from New York to Corke, was taken the 12th of November by the *Freedom* Privateer [Captain John Clouston]. The Captain, Officers and Crew were forced on board the privateer, except the Carpenter, Boatswain and three Foremast-men, who on the 1st of December re-took and carried her into Saint Croix," *Public Advertiser*, London, January 29, 1777.

#### VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS<sup>1</sup>

No 1. Antigua 7th Decemr 1776

Sir, I request you will be pleased to acquaint my Lords Commissioners of the Admiralty; that I have now received your different Letters mentioned on the other side with their Duplicates; the latter I received the 22d Novemr pr September Packet, but the Originals did not reach me 'till the 5th Instant. (Owing to an Error in the Post-Master at Barbado's who took them from the August Packet, expecting some Ship of the Squadron would call for them, as had been usual; but the Kings Ships being all out on different Cruizing Stations; I had no Ship with me to send up to Barbados 'till the latter end of Novemr when I sent His Majesty's Brigantine *Endeavour* which brought me said Letters the 5th Current.) I am extreemly sorry to find this mistake and delay has prevented my Complying with their Lordships directions, (pr your Letter of the 9th August) to Order the Ship that sailed with the Trade from St Christophers the 4th of November last; to proceed with them to England; however their Lordships will perceive by my Letter



to you of the 29th October last; I had directed Captain Chapman to see such Ships as Sailed under his Convoy as far as the Latitude of 38° North: which I flatter myself is to a greater distance from the Islands than any of the American Cruizers go to. The *Seaford* is Cruizing off St Eustatia and the adjacent Islands, and I shall send the Kings Brigantine *Endeavour* to join her as soon as She is Victualed and will give such particular description of the Schooner *Gunticanute* as may enable them to intercept her.

I am exceeding sorry to perceive (by your Letter of the 7th August) my Appointment; of Lieutenants Swiney and Drummond to be Second and Third Lieutenants of the *Portland*, and of Mr John Luck to be Second Lieutenant of the *Argo*, is disapproved by their Lordships, and that they should appear to suppose said appointments had been made in consequence of Mr Young refusing to go back Lieutenant of the *Portland*. I must therefore entreat you will now acquaint their Lordships the latter was in no wise the case, but said appointments were made on a Supposition their Lordships would have been pleased to put Mr Young on the List of Masters and Commanders for the reasons I took the liberty to offer to their Consideration in my Letter to you of the 20th May last; however as you now acquaint me their Lordships do not think fit to depart from the Resolution they had come to on that matter, (Signified to me by Mr [George] Jackson's Letter of the 20th February last) I shall submit to their pleasure; and will appoint Mr Young Second Lieutenant of the *Portland* the moment I can get an opportunity to put Mr Drummond into some other Ship. —

I must also beg you will assure their Lordships no care or endeavours shall be wanting in me to distress and annoy the Rebels so far as I am able to effect it, with the small Squadron under my Command; but if the Intelligence your Letter of the 6th Septemr brings me is well grounded, I hope their Lordships will think it necessary and be pleased speedily to reinforce the Squadron employed in these Seas.

The inclosed Papers marked No 1, 2, & 3 are Copies of intercepted Letters, and private Intelligence sent me which I must desire you to lay before their Lordships.<sup>2</sup> I am Sir [&c.]

Jam<sup>s</sup> Young

[Endorsed] Recd 12 March 1777

Answd 2 Apl (3 Inclosures)

1. PRO, Admiralty 1/309.

2. Endorsed in the margin to the left of this paragraph: "Send Copies to Ld G. Germain for his Mgs Informn."

## 8 Dec. (Sunday)

CAPTAIN JOHN PAUL JONES TO LIEUTENANT ROBERT SANDERS <sup>1</sup>

By J. P. J. Commr of the American Ship of War the *Alfred* and Senior officer of the Original Fleet. —

Sir

You are hereby appointed commr of our prize the Ship *John* — You are to use your utmost endeavours to Navigate her with all possible expedition through the

shoal of Nantucket to the State of Rhode Island – if you find from the situation of Affairs that it is Unsafe to proceed to Rhode Island you may make the best of your way into any other port within the United States of America – You are to Endeavour to keep company with the Ship *Surprise* – and Mr [Samuel] Tyler,<sup>2</sup> the Master, (who is a Pilot) will have Orders to keep company with you.

Given at Sea on Board the *Alfred* [8th] Decr 1776.

J. P. J.

To Robt Saunders Esqr  
Commr of the Ship *John* <sup>3</sup>

1. Papers of John Paul Jones, 6516, LC.
2. Tyler was carpenter of the *Alfred*.
3. *John* was retaken the next day. See Master's Log of H. M. S. *Milford*, December 9.

CAPTAIN JOHN PAUL JONES TO JOHN MARGESON <sup>1</sup>

By J. P. J. &ca

Sir

You are hereby appointed commander of our prize the Ship *Betty* you are directed to keep company with me and to obey all future orders from me as well as all Signals agreeable to the Copy now onboard the *Betty* for your government – should you Unfortunatly loose company with me you are to proceed to the nearest port within the United States of America

Given at Sea onboard the *Alfred* Decr 8th 1776. –

J. P. J.

To Mr Jno Margeson  
Commr of the Ship *Betty* <sup>2</sup>

1. Papers of John Paul Jones, 6518, LC.
2. Margeson was a master's mate on board the Continental ship *Alfred*. The *Betty* was retaken entering Rhode Island. Journal of H. M. S. *Chatham*, December 18, PRO, Admiralty 51/192.

CAPTAIN JOHN AYRES TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

*Lynch* Cape Ann Decr 8th 1776

Sirs As I found it impossible, to get a Pilot for the Shoals, in Boston, & haveing Your Orders to look into Cape cod Harbour, concluded, I should be furnished their, & yesterday at forty Minutes after twelve Discover'd a Ship & Schooner at Anchor there, Stood in to be fully Satisfied till Past one OClock, then I saw the Ship loose her Topsails & sheet them home, I hove about & Stood to the Northward, and anchord here about nine last night, shall get a Pilot, and persue my Cruze Instantly, I believe its the *Milford*, or *Liverpool*, With Burks Schooner,<sup>2</sup> I am Gentlemen [&c.]

John Ayres

Sunday Morning 7 [o'clock]

1. Mass. Arch., vol 152, 6, Board of War Letters, 1776–1777.
2. Formerly Washington's schooner *Warren*, Captain William Burke, which had been taken by H. M. S. *Liverpool* in August 1776. See Volume 6.

MASSACHUSETTS COUNCIL TO THE COMMANDING OFFICER AT HULL <sup>1</sup>

State of Massachusetts Bay      Council Chamber [Boston] Decr 8. 1776  
To the Commanding officer at the Fort at Hull

You are hereby ordered and directed not to suffer any Vessell of any Denomination Whatever to depart out of the Harbour of Boston unless the Commanding officer of the Vessell departing produces a permitt from the General Court or the Council, under the signature of the Secretary or Deputy Secretary of this State and you are hereby further directed to examine all Vessells that may be Entering this Port & in Case a Flag of Truce should arrive you are to prevent such Flag of Truce from proceeding up the Harbour & prevent any Person from going out of or from going on board such Vessell unless such as are Necessary to make the proper Examination without the Order of the Council and you are immediately upon the Arrival of such Flag to advise the Council thereon.

1. Mass. Arch., vol. 173, 58.

COMMODORE ESEK HOPKINS TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Onboard the *Warren* off Patuxet  
Sir      December 8th 1776 – at 8 in the Mornng

Yours of the 7th Novr I receiv'd this morning, and think we can Secure what Prisoners you may please to Send provided they are Sailors, or to be treated as such – That or any other Service which the State requires, that is in my power, Shall be done with pleasure –

I have nothing new since my last – have not heard any disturbance last Night – You mention a hand Bill inclosed, but there was none in your Letter – If there should be any Sailors that are Idle, think I could employ them to Advantage –

I sent a Boat to Newport last Night for Intelligence, but She has not yet return'd – I am Sir [&c.]

Esek Hopkins

1. Letters to the Governor, vol. 8, 1776, R. I. Arch.

COMMODORE ESEK HOPKINS TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Onboard the *Warren* off Patuxet  
Sir      December 8th 1776 – 5 OClock

About 12 OClock this morning the English Fleet came in to the Westward of James Town, all but three which stood to the Eastward for Secunnet Point – there is in the whole upwards of One hundred Sail – Some of them Anchor'd at the North End of Connanicut, and the rest was under Sail at 4 OClock – I am Sir [&c.]

Esek Hopkins

1. Letters to the Governor, vol. 8, 1776, R. I. Arch.



JOURNAL OF H.M.S. *Preston*, CAPTAIN SAMUEL UPPLEBY<sup>1</sup>

December [1776]	Remarks . . . at Sea.
Sunday 1st	10 AM weighed by Signal in Company with his Majestys Ships as above in casting fell on board the <i>Sphynx</i> carried away our Jibb Boom fixed a new one
Monday 2	hoisted in the Long boat at 8 sounded 20 fathms grey sand . . . made the signal for seeing a strange sail mustered the Ships Company at their Quarters, the Commodore and Squadron in Company Block Island bearg East 3 or 4 Leagues Ditto weather tacked occasionally by signal bore away the Commr made the signal to Anchor, Anchored of[f] Block Island
Tuesday 3	5 AM the Commr made the signal to weigh in heaving our Anchor the <i>Sphynx</i> run on board us carried away our Ensign Staff & otherwise damaged our Carve work – the Commodore made the Signal for all Pilots, & also for all Cruizers, the Commr & squadron in Company Fishers Island NE 3 miles Squally weather with rain the Commodore made the Signal to Anchor at the West end of Plumb Island
Wedy 4th	AM the <i>Cerberus</i> drove athwart hause & carried away our bumkin, served Grog to the Ships Company, Carpenters empld fixing a new Bumpkin. Ditto weather came on a very heavy squall of wind parted the Best bower Cable & lost 50 Fathoms of it, together with the Anchor Buoy & rope, struck the yards & Topmasts by signal, got the sheet Anchor over the side, bent a new Fore Topmast Staysail –
Thursday 5	am saw a Fleet of Transports to the Wt ward got up yards . . . the Commodore made the Signal to weigh Modt and cloudy weather weighed & came to sail found the small bower Cable much worn, unbent it & bent another Cable 6 pm Anchored in Black point Bay found riding here his Maj: Ship <i>Brune</i> Commr Hotham with a Fleet of Transports at 9 Commr Hotham hoisted his broad pendant onboard us
Friday 6	7 am the Commr Sir Peter Parker made the Signal to weigh, which we repeated & came to sail – repeated the Signal for to Convoy to close washed & cleaned the Ship Ditto weather pm repeated the Signal to Anchor & Anchored,
Saturday 7	5 am came to sail again at 7 made the signal for the sternmost Ships to make more Sail, hoisted out the Long boat & cleared Ship, the Light House on Beavers Island NEbN 3 or 4 miles received a Bower Anchr from <i>Renown</i> Ditto weather repeated the signal to Anchor & Anchored off



Rhode Island, the Commodore made a Signal for all Lieutenants, sent for all our Division of Flat boats & moored Ship.  
 Sunday 8 at 5 am sent 2 Lieutenants with 8 Flat boats to disembark the Troops which was done without any opposition, in the night rowed guard.

1. PRO, Admiralty 51/720.

JOURNAL OF H. M. S. *Mercury*, CAPTAIN JAMES MONTAGU <sup>1</sup>

December 1776 Rhode Island Light House NEbN Dist 4 Leagues –  
 Saturday 7 at 6 AM the Commodore [Sir Peter Parker] made the Signal for the Fleet to Weigh, Block Island bearing East, Fishers Isld North at 9 the Signal was made to prepare for Anchoring at Noon bringing up the Rear of the Fleet.  
 Do [Moderate and Fair] Wr at ½ past 4 PM Anchor'd P Signal between Connecut Island & Rhode Island Newport Town bearing South,  
 Sunday 8 at 6 AM Weigh'd & Came to Sail at 9 Run aground ½ past got off and made Sail at 10 Anchor'd with Best Bower in 4 fm Water Hope Island South at 11 Saw a Privateer coming round Warwick Point, Fir'd several shot at her, which She returned.  
 Fresh breezes and Cloudy PM got under Weigh in Chace of a Privateer, Run aground and hove all a back Carried the Stream Anchor & Cable out & hove the Ship off, Came too with the Bt Br in 5 fm Water do hove up the Bt Bower and Stream Anchor, and Anchor'd with the Small Bower in 5 fms Water Greenwich bearing WNW

1. PRO, Admiralty 51/600.

JOURNAL OF H. M. S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON <sup>1</sup>

December 76 Block Island N24W 14 Leags  
 Saturday 7th at 8 AM Tack'd Ship & at 10 Tack'd  
 First part Light Breezes & Clear Middle & Latter parts Fresh Breezes & Cloudy at 1PM saw a Sail made & gave Chace at 2 PM fir'd one three Pounder to bring the Chace too at 4 PM Shortn'd Sail & brought too Main top Sail to the Mast, hoisted out the Cutter & sent her on board the Chace which prov'd to be a Sloop from Curaco bound to New London sent a Mate & 5 Men aboard her at 7 PM Wore ship the Prize in Compy  
 Sunday 8th at ½ past 5 AM Sound'd 32 fathm Ouzey Ground at 6 AM Saw a Brigg in the NE Qr standing to the NW bore away to Speak her at 7 AM fir'd one three Pounder to bring her too Parted Compy wt the Prize Sloop at ½ past 7 brought too

Main top Sail to the Mast hoisted out the Cutter & sent her on board the Chace which Proved to be a Brigg from Piscataqua bound to New York sent an Officer & three Men on board her at 8 AM hoisted in the Cutter and made Sail Fresh Gales & fair Weathr . at 6 PM hard'd fore & Mizn top Sails

1. PRO, Admiralty 51/420.

DIARY OF FREDERICK MACKENZIE <sup>1</sup>

Rhode Island 8th Decr 1776

The Army landed this morning at Weaver's Cove near Mr Stoddard's house, in the following order –

The first Embarkation consisted of the Light Infantry, Grenadiers, and 10th Regiment, under the Command of Major General [Richard] Prescott. As soon as they had landed, the boats returned for the three other Battalions of the 3rd brigade, which formed the whole of the 1st Division.

The 2nd Division consisted of Losberg's brigade, & Wutgenau's Regt under the Command of Major General [Frederick Wilhelm Freiherr von] Los[s]berg.

The 3rd Division consisted of the 43rd, 54th, & 63rd Regiments of the 5th brigade, and the two other Hessian Regiments of Schmidt's brigade, under the Command of Brigadier General [Francis] Smith: – All these Corps were landed in succession at the same place, and the whole of the Army on shore by 3 oClock in the afternoon.

The first Embarkation under Genl Prescott, marched as soon as formed to the high road from Newport to Bristol ferry, a short distance from the landing place, and finding that the few of the Enemy who were on the Island, had retired in haste towards the N. end of it, he pursued them to the ferries, where he took a few prisoners, and a 9 pr Cannon; and saved a great many Cattle & Sheep which they had not time to carry off.

The remainder of the 3rd brigade marched as soon as they landed and joined Genl Prescott. The 5th brigade and the two Hessian brigades, were ordered to encamp near the road above Mr Stoddard's house.

The 22d Regiment went down on their Transports under cover of some of the Ships of War, early this morning to Newport, and finding the Rebels had abandoned it, they landed, and took possession of it, and the Batteries.

It rained during the time the first Division were landing, but cleared up soon after, and proved a fine mild day.

It appears that the Rebels have driven off a considerable number of Cattle and Sheep belonging to the Inhabitants; and have removed most of their Cannon and Ammunition.

The Rebels have Batteries on the Main at Bristol Ferry, and Howland's ferry. They fired both round & Grapeshot from their Battery at Bristol ferry, at some of our advanced parties, but without any effect.

1. *Mackenzie's Diary*, I, 123–24.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

At a Special Meeting [Philadelphia] December 8th, 1776 –  
2 o'Clock, morning.

A letter was laid before the board from Col. [John] Bayard to Mr. Andrew Hodge, dated at Trenton, 2 o'Clock yesterday afternoon, informing that General Howe was advancing at the Head of his Army towards Head Quarters at Princetown.

Whereupon Commodore Seymour was sent for and directed to order all the armed Boats to be dispatched to Trenton Immediately, to assist in removing the Stores & any other service that may be required      Adjourned to 9 o'Clock,

*Ordered*, That the several Ferries, over Schuylkill, be put in a condition to give the utmost assistance to the Citizens, and others, who may have occasion to [pass] and repass in this Time of danger.

The Commodore was ordered up with the armed Boats to proceed to Trentown, and put himself under the directions of Gen'l Washington, &c.

1. *Pennsylvania Colonial Records*, XI, 39.

CAPTAIN GEORGE COOK TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Honor'd Gent.

[Baltimore] Decemr 8th 1776

Our People's time will Expire some time this Month and the begining of next, and as their is wages given as far as Eleven Pounds per Month in the Merc[han]t Service its very Possible that many of them will leave the Service of this state without due Encouragement. I'm inform'd that there is a resolve made by the Honrble Convention of this State giving Twenty Dollars Bounty for Able seamen and ten Pounds for Ordinary Seamen, I'm in hopes this Bounty will Engage the whole of them or the greatest part, to the Service, provided its Advertised, I hope for your Instructions in this Case and should take it as a singular favour you would Provide for me the resolves of this State, or Congress, that is relative to the Navell Department that I may Act Accordingly. I'm doing all I can to get the Ship away before Christmas and make no doubt of its being so provided we can keep our people together. –

Since I wrote the above I recd your favour of the 6th Inst and it gives me pleasure, I can be Supply'd with Canvas, Mr Hollingsworth bid for the Snow fourteen Hundred Pounds & upwards. I believe he went as far as he thought the value of her, but was over bid. – The Schooner *Nancy* one of our Prizes I make no doubt will answer your purpose if large Enough. the Capt of her informs me she is a good Vessell and well found. – As I expect to see you in a few day I shall have an Oppertunity of ta[l]king farther with you, therefore shall trouble you no further at present, but am Hond Gent [&c.]

Geo: Cook.

1. Red Book, XIII, Md. Arch.

JOURNAL OF THE MASSACHUSETTS BRIG *Tyrannicide*, CAPTAIN JOHN FISK<sup>1</sup>

Remarks on Sunday 8 Decemr 1777 [*sic* 1776]

6 [A.M.] Squally

- 11 [A.M.] pleasant weather  
                     Lattd in 17<sup>d</sup>.8<sup>m</sup>      Longd in 47<sup>d</sup>50<sup>m</sup>  
 1 [P.M.] Moderate breeze of wind and pleasant weather  
 12 [M.] Middle part as first  
 1. John Fisk Journal, AAS.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN THOMAS DUMARESQ, H.M.S.  
*Portland* <sup>1</sup>

(Copy)

You are hereby required and directed to proceed immediately with his Majesty's Ship *Portland*, under your Command to Prince Ruperts Bay, Dominica, and there use all possible dispatch to compleat the *Portlands* Wood and Water; as soon as that Service is performed you are to proceed off the Island Curassau [Curaçao]; and Cruize about that and the adjacent Islands for three Weeks; and are to use your best endeavours to intercept and make Capture of all Ships and Vessels belonging to or Owned by any of the Inhabitants of the associated Colonies of North America now in Rebellion; and of all other Ships and Vessels whatsoever that you may meet with, either going to Trade, or coming from Trading with any of the aforesaid associated Colonies taking care strictly to comply with the General Orders you have received from me concerning them; And whereas I have received Information, that several Armed Vessels, and Privateers belonging to the said Rebellious American Colonies are now Cruizing in these Seas to annoy and make Capture of the Trading Vessels and Property of his Majesty's Loyal and Faithful Subjects, you are therefore directed to use your utmost endeavours to take, sink, burn, or otherwise destroy all such Armed Vessels and Privateers, belonging to the Rebels as you can meet with at Sea, but are not to attack them in the Bays Harbours, or Roads of any of the Islands belonging to the European powers in amity with Great Britain, while under protection of their Ports; after the expiration of your Cruize you are to return and join me in English harbour Antigua bringing with you such Prizes as you may have taken: For which this shall be your Order

Given &ca the 8th Decemr 1776.

J. Y.

By Command of the Admiral.      G. L.

[Endorsed] No 4 Copies of Orders given to the *Seaford*, *Pelican*, & *Portland*.  
 In Vice Admiral Young's Letter 9th Decemr 1776

1. PRO, Admiralty 1/309.

9 Dec.

LIEUTENANT JOSEPH HAYNES, R. N., TO SIR GEORGE COLLIER <sup>1</sup>

*Rainbow*, Halifax, Decr 9th. 1776

Sir,

In consequence of your Orders I Yesterday went on board the *Tartar* Transport William Bussel Master, and made Enquiry into the Cause of her having been taken by an American Pri-



\*The Privateer had only 25 Men The *Tartar* had Ten 4 Pounders & Men Sufft

\*2 Mates who were taken by the Privateer in other Vessels. \*The Rebels put only 4 Men on board, there were 9 others who were Prisoners taken by the Privateer.

\*I believe instead of "Insured," Mr Haynes should say chartered, as that Sum is expressed in his Charter party to be paid for her if taken  
G. C.

vateer; and found from seperately examining the whole Crew that the Vessel to which she had surrendered was a small Schooner Privateer with only six Carriage Guns of two Pounders,\* against which no Defense had been made, as the Master absolutely forbid his People firing the Guns; who were otherwise well disposed to have defended her.

On the Scheme being concerted for the Recovery of the Ship by the Mates\* put on board from the Privateer, they consulted the Master, whither or not, he was willing to assist; who declared he would have no hand in it, being determined (as he expressed himself) to stand neuter. \*When they first ordered the Course to be altered, the Prize Master said to Bussel, it was hard they should take the Vessel from him, he replied it was no act of his nor was he the least concerned in it. After the Mates had recovered the Vessel Bussel asked one of them what he supposed the *Tartar* might be worth, who replied from £700 to £800; he then said it was unfortunate for him that she had not been carried in by the Rebels as he should have made Money by it, the ship being ensured\* for £1200. On the whole it appears to me that the Vessel was given up in a most cowardly or treacherous Manner, as a single Shot in all Probability would have occasioned the Privateer to have made sail from her.

These are the principal Heads I at that time collected on board the *Tartar*; but was since at the Attorney Generals when they were again deposed upon Oath. I am Sir [&c.]

Jos: Haynes

[Endorsed] This Letter was sent me by Lieut Haynes who examined all the Crew unexpectedly separately The *Tartar* belongs to Bristol, & is chartered as a Transport by Muir, Son & Atkinson.

Geo: Collier

[Second endorsement] No 2 Bussels Case (Master of the *Tartar* Transport) In Sir Geo: Colliers of the 2 Janry 1777

1. PRO, Admiralty 1/1611, 2, 17.

#### MASTER'S LOG OF H. M. S. *Milford* <sup>1</sup>

Decr 1776  
Sunday 8th

Cape Nagro No 32d W Dist 26 Leags  
At 8 AM wore ship & Set the Tp. Sails At Noon Tack't Ship  
Fresh Gales & Hazey Middle Calm & Clear latter light Breezes  
& Cloudy At 3 PM saw 5 Strange Sail in the So West  
Quarter Dist abt 4 Leags Set the fore & Mizn Tp. Sail gave  
Chase & Clear'd the Ship for Action and stood towds them they  
Answer'd our Signals which we Supposed to be a Man of War  
and her Convoy for New York Do left off Chase & reef'd the  
Top Sails At 6 Do lost Sight of the Strange Ships



Monday 9th At 3 AM Tack't Ship At 8 Do saw 3 Ships on our Weather Bow Dist about 3 Leags Out Reef's of the Top Sails up Tp Gallt Yards & gave Chase At 10 Tack't the Ships then on our Weather Beam At ½ past 11 Tack't the Ship on our weather Beam bearing down upon us At Noon she fired 4 Shot at us then we found them to be the Enemys Ships made Sail & gave Chase to the Ships on our Weather Bow

Fresh Gales & Squally with hard Showers of Hail Still in Chase the 2 Ships bearg from us Wt b S Dist abt 4 Leags the Ship a Stern still follg us At 3 PM Tack't stood for the Ship a Stern at ½ past Do brot too the Chase hoisted the Cutter out & sent on bd her she proved to be the Ship *John* from Liverpool taken by the *Alfred* Rebel Arm'd Ship of 32 Guns which was the Ship a head of us & another prize with her Sent a Petty Officer to take possn of the Ship to carry her to Hallifax At 6 Close reef'd. the Tp Sails sent the prize for Hallifax At 9 wore ship & stood to the Norward

1. PRO, Admiralty 52/1865.

CAPTAIN JOHN PAUL JONES'S NOTES ON THE *Alfred*'s CRUISE <sup>1</sup>

1776

Novr 12 – took the Brigg *Active* Commanded by Isaac Fox from Liverpool –

Novr 13 we took the *Melish* from London Comanded by Stevenson Bound to Quebeck

Novemr 16th took the Snow *Hetty* from Gaspey Bound to Barbados Comanded by Charles Ross

Novemr 18th we had a Strong Gail from N N E with Rain and Snow and Dark Weathe Lost Sight of the Sloop *Providence*

Novemr 22d our Boats was On s[h]ore at Canso 2 men Deserted

24th took the *Betty Polly* [*Molly*] and the *Surprise* all from Spanish River with Coals for New York – lost Isaac Hart

25 Sent our yaul After 2 Ships in Sight but they Made Sail from the yaul and Being Foggey the Boat Returnd

26 – We took the *John* from Liverpool Bound to Halifax Edwd Watkins [master]

Decemr 6 Lost Sight of the Prize *Polly* [*Molly*] Jas Bechup Strong Gail from the Westd

8 Lost Sight of the *Mellash* & *Betsey*

9th was Chaced by a Large Ship which we Supposed to be and English Frigate <sup>2</sup> Parted with the *John* and *Surprize*

1. Papers of John Paul Jones, 6512, LC.

2. H. M. S. *Milford*.

SALEM COMMITTEE OF CORRESPONDENCE TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

Committee Correspondence &amp;c

Salem December 9th. 1776

The Committee would inform the Honorable Board that the foregoing List <sup>2</sup> was forwarded, immediately after it was taken; but the Committee having made enquiry last Evening, of the Honorable Mr [Daniel] Hopkins, what had been done upon the matter, he informed them that he had never heard any mention made of it at the Board, and therefore concluded that it must have been mislaid. The Committee would beg leave further to inform the Honorable Board, that the minds of the People in this Town are in general very uneasy, that these Prisoners should be suffered to remain here, on account of its being a Sea port, as the danger arising from them, must from a variety of circumstances be greater than if they were distributed about, in the interior parts of the Country, and as there are a great number of our best Men, going from this Town in a few days to join the Army, and the number of Prisoners still increasing, our danger must, in proportion be greater. At the time of taking the foregoing List there were a considerable number of Prisoners, who had entered on board our Privateers. and who were not included in the list, many of whom are not yet gone to Sea, and as there is a general Embargo now laid upon all Shipping they must remain here, which must still increase our danger,

By order of the Committee  
Miles Greenwood, Clk

1. Mass. Arch., vol 8, 222.

2. See list of British shipmasters and seamen, November 15.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 9th Decr 1776 AM

Mr [John] Brown & Mr [Ellis] Gray the Committee – Reported they had purchased the Ship *Venus* & Cargo for £3450 – The Ship *Caledonia* was sold for more than they judg'd her worth –

Resolv'd That Capt [Holton] Johnson be desir'd to haul the Ship *Venus* to the Wharfe, take out her Cargo between Decks, have her clean'd & prepar'd for Sea –

1. Mass. Arch., vol. 148, 29.

JOHN BRADFORD TO TIMOTHY PICKERING <sup>1</sup>

Sir

Boston 9th Decemr 1776

I have receiv'd a letter from Congress ordering me to forward an Accot of all prizes arrived in this state of every Denomination since the Commencement of Hostilities, I know not how to acquire that information so certain in any other mode than that of getting a list from your self & Judge [Nathan] Cushing of all Vessells condemn'd in your Courts with a list of their Cargoes. Your indulging me in this matter will much oblige Sir [&c.]

1. John Bradford Letter Book, vol. 1, LC.

*Boston Gazette*, MONDAY, DECEMBER 9, 1776

Boston, December 9, 1776.

Last Saturday Afternoon Capt. St. Barbe in a Vessel belonging to Newbury

arrived at Squam from Bilb[ao] in 30 Days, with whom came Passenger Mr. George Cabot of Beverly, Merchant, who informs that the Spanish and French Ports are open to our Cruizers and their Prizes, and that they permit the American Vessels to carry the American Flag in their Ports; and that both the Courts of Madrid and Versailles were determin'd to prevent the Russians coming to America. [*This may be credited as the natural Dictate of the soundest Policy*]<sup>1</sup>

By two gentlemen from Martha's Vineyard we are informed, that two of the enemies ships have for some days been cruizing at the mouth of the sound, between Gayhead and the Elizabeth islands, and at night have run in and come to anchor. It is supposed they are station'd there in order to stop the communication. It is hoped that those who have any shipping to pass that way, will keep a good look-out.

1. Bracketed editorial comment by the printer of the newspaper.

GOVERNOR NICHOLAS COOKE TO THE SHERIFF OF PROVIDENCE COUNTY <sup>1</sup>

State of Rhode Island – } To the Sheriff of the County of Provi-  
& Providence Plantations } dence or to his lawful Deputy Greeting. –

You are hereby in the Name of the Governor and Company of the State aforesaid Comanded to take a good sufficient and Able Guard. & proceed to the Prison-House in Providence and there take all the Prisoners of War being Seamen or Comon Sailors & also all such Prisoners being Seamen or Comon Sailors that are to be found in and about the Town of Providence, & them under such Guard convey to Pautuxet, & their deliver the same Prisoners unto the Order of Commodore Hopkins to be put on Board the Ships of War under his Command. And all Officers Civil & Military are hereby required to be aiding and Assisting you the said Sheriff in executing this Warrant. And for your so doing this shall be your Sufficient Warrant. Hereof fail not Given under my Hand & Seal this ninth day of December AD 1776. –

Nich<sup>s</sup> Cooke Govr

[Endorsed]

Providence December 9th 1776

in Obedence To your Honners Within Command I Took up som Seam[e]n & others and Took some from the gold [*sic* gaol] in Providence To the Number of Twenty & Nine and By the Sistance of Corniel Arnolds Coppyney of Gra[n]naders Percaded To Pautexset and Del[i]ver[e]d them To the ofers[er]s on Bord Commodore Hopkens fleet Lying near there in the Bay

per Mee – Martin Seaman Deputy Sher[e]f

Feas 20/

1. Council of War Papers, Exchange of Prisoners, R. I. Arch.

BRIGADIER GENERAL WILLIAM WEST TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

[Extract]

Governor Cook Sir –

I have this Day Recd your Leter to the Deputy Govrner Read By which I under Stand you are Disireous I Should Keep position of the fourt at Bristers [Bristol] ferry and howlens ferry which I am fully of opinon we Can Do in Case

we are Soported with Stores and men as to gowing on newport I also think adviseable providad there Can posable Be Boats a nuf procured So that we Can Land Two Div[i]ssions at one Time Consesting of Two thousand men in Each Division But as it hath Bin as yet and now is there is not Boats a nuf to Carry [illegible] or of more then one hundred at a time and there ware not more then Six hundred men on the Island when the Retreet was made if they had Landed the first Day all must fell in to there hands I Do fairmly Beleve that with teen tho[u]sand men we Can Drive the hole Iland and all they Cane Land . . .

Dated Bristol this 9 day of Decenbr [1776]

at Teen of a Clock fournoon

1. Letters to the Governor, vol. 9, 1776-1777, R. I. Arch.

#### SAMUEL TUDER TO THE NEW YORK CONVENTION<sup>1</sup>

Gentlemen -

Poughkeepsie, December 9th, 1776.

Mr. Ivers having declined doing any more for the ships,<sup>2</sup> and your orders being to fit them for sea by spring, would inform you that after the rigging we have spared, shall fall considerably short to fit the ships out, we shall therefore be under the necessity to get some person to relay what rigging may be wanted out of the old rigging on board the brig *Polly*, Capt. Redfield, for which purpose would recommend the bearer, Mr. Degrushe, who we think very capable. Mr. Ivers being willing to serve the cause, will either sell his tools he has here, or let them on reasonable terms. Capt. Anthy. Rutgers can give you Mr. Degrushe's character, as a rope maker. As the season is so favourable we should be glad of your answer by first opportunity, that Mr. Degrushe may go to work, if you approve of him.<sup>3</sup> We expect the stuff for the gun carriages soon, and as we must have the dimensions of the guns before the carriages can be made, should be glad to know where the guns are, and whether it would not be prudent to send a person to take measure of them. There will be wanted a number of stores to fit the ships for sea. Would submit it to your Honourable House whether it would not be prudent to appoint Capt. Anthony Rutgers to assist in providing them. Agreeable to your desire, we have appointed Mr. Stephen Hendricks, of this place, to take care of the stores. Should be glad you would let us know whether we shall agree with him, or you stipulate his wages to go to the yard once a day. I am, with great esteem, gentlemen, [&c.]

Saml. Tudor.

1. *New York Provincial Congress*, II, 255.

2. Continental frigates *Congress* and *Montgomery*.

3. The New York Committee of Safety approved Tudor's recommendation on December 11, *New York Provincial Congress*, I, 747-49.

*New-York Gazette*, MONDAY, DECEMBER 9, 1776

New-York, December 9.

On Thursday the *Tamer*, Capt. [Christopher] Mason, sailed for England. The Earl of Winchelsea, the Hon. Mr. Finch, and Capt. Gardiner, Aid du Camp to General [William] Howe, went Passengers. On their coming on board, the *Tamer* saluted Lord Winchelsea with eleven Guns.



Saturday Morning last the *Roebuck*, Captain Hammond; the *Falcon*, Capt. [John] Linzee; the *Perseus*, Capt. [George Keith] Elphinstone; and two or three other Ships, fell down the River in order to proceed to Sea.

TIMOTHY PARKER AND OTHERS TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Sir

*Whitby Prison Ship*, N York, 9th Decr 1776.

I make no doubt but your Honour long Before this, hath been apprized of our being Prisoners in New York – That our present Situation is most wretched your Honr need not doubt, which I Likewise hope you will Soon be assured of from men of Undoubted Veracity – There are more than two Hundred and fifty prisoners of us on board this Ship (Some of which are Sick and without the least assistance from Physician, Drugg, or Medicine) all fed on two thirds allowance of Salt provisions and all Crouded promiscuously together, without Distinction or Respect, to person office or Colour, in the Small Room of a Ships Between Decks, allowed only to walk the main Deck from about Sun Rising, till Sun Sett, at which time we are Ordered below Deck – and Suffered only two at once to come on deck to do what Nature requires, and Sometimes we have Been even Denied that, and been obliged to make use of tubbs & Bucketts Below deck to the great offence of every Delicate Cleanly person as well as to great prejudice of all our healths – These Sir with many other Miserable Circumstances too lengthy and tedious to Enumerate, are the Just portraits of our present Situation – In Short Sir we have no prospect before our Eyes but a kind of Lingering Inevitable death Unless we obtain a timely and Seasonable Release – From your Honors well known Character of Humanity and Justice we Humbly hope That your Authority will be Exercised in procuring us an Exchange – As Lord Howe hath Sett at Liberty all his prisoners Taken in the Merchant Service – But Refuseth (as we hear) to Exchange those Taken under arms but by a like number taken in arms also – Therefore from your Honours Clemency Candour and Benevolence we Cannot but hope and Expect (as we were in the Service of our Country and cannot be deemed as [torn] Common privateer) That Such an Exchange will be put forward and in due time Accomplished if possible – In the meantime we Rest in Confidence that your Honrs Authority and Influence will be Exerted in our Behalf – and beg leave with the utmost Respect to Subscribe Our Selves your Honrs [&c.]

These Belong to the Schooner *Spy*  
and were taken in the Ship *Hope*  
they are now prisoner with me  
the others I Suppose to be on  
board Some of the men of war, but  
what Ship or where I cannot tell.

Tim Parker <sup>2</sup>  
William Davall Junr  
John Tucker  
William Swan  
Thomas Coffin  
Joseph Holly

1. Trumbull Papers, V, 278, ConnSL.

2. Parker, first lieutenant of the *Spy*, and prize master of the ship *Hope*, was captured in the latter vessel by H. M. S. *Galatea*. See Volume 6.

JOURNAL OF H. M. S. *Orpheus*, CAPTAIN CHARLES HUDSON <sup>1</sup>

December 1776

Do [Light House of Sandy] Hook No 43° Wt 23  
Leagues



- Sunday 8th at 7 AM saw a Sail to the SE. made the *Daphne's* Sigl to Chace and made sail set Studding Sails.  
Fresh gales with heavy Squalls at ½ past 2 shorten'd sail & Spoke the Chace, a Sloop from Philadelphia wth flour for Rhode Island close Reef'd Top Sails and stood to the Soward at 12 handed the Top Sails
- Monday 9th at 9 AM saw a Sail to the Wtward. at 10 set the Top Sails, & made the *Daphne's* Signal to Chace.  
First and Middle parts fresh Gales & Cloudy latter more Mode & fair. at ½ past One the *Daphne* brought too the Chace, a Brig from Philadelphia loaded with Tobacco for France. made sail the *Daphne* and two prizes in Company. at 10 handed the Top Sails.

1. PRO, Admiralty 51/650.

ARCHIBALD BUCHANAN TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Gent.

Baltimore Town Decr 9. 1776

I desir'd Mr Stephen Stewart (who I saw some time ago in Baltimore) to Acquaint You that it was time to send up Masters for the two Gondalous, Anchors and Cables we Ought to have immediately we cannot Launch them with Out one of them is in my Way where I want to Raise a Ship – its best to have Masters before they are Launchd as they some time's want some Alterrations – Capt [Bennett] Matthews of Hertford mentiond to me he had some Reason to Expect one of them, I imagine he will be ready as soon as you please. Your Answer Will Oblige Gent. [&c.]

Arch<sup>d</sup> Buchanan

1. Red Book, XIII, Md. Arch.

"SALES OF SNOW *Georgia* & CARGO LATELY MADE PRIZE OF BY THE SHIP *Defence* COMMANDED BY GEO: COOKE & SOLD BY VIRTUE OF A DECREE OF THE HONBLE COURT OF ADMIRALTY FOR THE STATE OF MARYLAND"<sup>1</sup>

[Extract]

Date	To whom Sold	Amount
1776	Thos Usher & Co	90..8..3
Decr 9	Robt Moore	32..3..3
	Jesse Hollingsworth	23.13..6
	Roger Gavin	10.11..1
	Cash receiv'd for	524.17..9
	Geo: Wells	15.17..6
	Shields & Mattison	9..-..-
	Cash receiv'd for	42.12..2
		<hr/>
		749..3..6 <sup>2</sup>

[Date]	[To whom Sold]	[Amount]
[Decr 9]	Isaac Vanbibber for the Snow <i>Georgia</i> with her Materials Agreeable to Inventory	1450..--
	Carried forward	£2199..3..6
	Sales Continued –	
	Amount brought forward	£2199..3..6
	Charges Vizt	
	Cash paid Advertizing in papers & hand Bills	11..3
	paid Cryer giving Notice of Sale at Town & Point one day for Vessel & two for Cargo	1..2..6
	paid Judges fee on Condem- nation	3.15..9
	paid Marshalls do on do	1..--
	paid Registers do on do	6..--
	paid Advocate drawg & prose- cutg	15..--
	Libell	
	paid	
	Capt Bolton Balce of Wages	£102
	Wm Steel do do	19..9..3
	A Bayley do do	16.14..7
	Jas Patrick do do	36.10..6
	Jas Scott do do	16..2..5
	Robt Wallace do do	13.11..11
	John Blake do do	16.13..4
		221..2..1
	paid Isaac Griest Wharfage of the Snow Wharfge of Mahog- any Storage Weiging & use of Scales for Logwood	21.10..--
	paid Robt Moore measurg Mahogany @ 7/6 P M & Labour- ers bring Logs 8/	20.13..--
	Commission on Sales a 2½ PCt	54.19..7
		345.14..2
	Neat proceeds	£1853..9..4
	The State of Maryland as Owners of the Ship <i>Defence</i>	
	2/3	1235.12.11

Officers Mariners &amp;ca of Ship

*Defence*

1/3

817.16..5

£1853..9..4

[Endorsed] Errors Excepted Baltimore 21st Februy 1777

1. Admiralty Court Papers, 1776-1781, Box 1, Folder 2, Md. Arch.

2. Amount received from sale of mahogany and logwood cargo.

CAPTAIN JOHN CAREY TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentlemen

Schooner *Resolution* Decr 9th 1776

I have the Honour to inform You that I am Arrived safe at the Capes & with a Promising fair Wind, also the Pleasure to inform You that the Vessell goes Exceedingly Better than was Immagined. As Comming down the Bay I have had an Oppertunity of trying her on a Wind & before it & in all Manners, but Going with the Wind Quartering, have run the *Ninety Two* Hull Down in less than five Hours, & have Several times Shortned Sail for the Pilot Boat & of which the Pilot Can Assure Your Honours of the Truth of the above, Your Honours May Depend on My Doing My outmost Endeavours in Making the best of My Way to Martinique & in every Respect fully fullfilling the Orders that you have been Pleased to Honour Me with I am & shall Ever Remain Your Honours [&c.]

John Carey

P S: The Pilot is an Able Serviceable Man & has Conducted the Vessell in every Respect to My Entire Satisfaction. —

1. Red Book, XIII, Md. Arch.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS <sup>1</sup>

No 2:

Sir

Antigua 9th December 1776.

My last Dispatches to their Lordships were dated the 29th October, and the 2d Novemr past, and were forwarded by one of the Merchant Ships that Sailed the 4th Novemr under Convoy of the *Shark*, and Duplicates thereof came by the Packet, Via Jamaica; in those Letters, I related the Transactions of the Squadron, under my Command to that time; I also mentioned the *Pomona* having been missing since the 7th Septemr last; <sup>2</sup> and that the *Portland* had taken and sent into English Harbour, an American Privateer called the *Putnam*, carrying twelve Guns, and eighty Men. The *Pomona* is yet missing, and I have received no certain information what is become of her. The *Portland* arrived at English harbour the 19th Novemr from her Cruize, and had taken four other American Vessels as pr particulars in the List of Prize Vessels taken; The *Portland* on her arrival had a number of American Prisoners on board, and her Company were growing Sickly; I therefore wrote to the President of the Kings Council to lay the same before the Legislature of the Island of Antigua; in Order to their procuring some place of safety where said American Prisoners might be Secured; 'till I could receive directions from England concerning them however they have not thought proper to

Comply with my requisition; as their Lordships will perceive by the inclosed Paper marked No 1. which contains Copy of my Letter to the President, his Answer thereto and my Reply to said Answer.<sup>3</sup>

The 17th November, the *King George*, Navy Transport, Danl Witherden Master, having onboard part of the Eighth, and Forty seventh Regiments of the Kings Forces onboard (whom She was ordered to carry to Quebeck) put into the Island of Montserrat in Distress having lost her Masts in bad weather at Sea, and I find by Report of a Survey held on said Transport she requires very Considerable repairs, and will be a great length of time before she can be refitted, and made sufficient to proceed on her Voyage: I therefore thought it would prove of more benefit to the Kings Service to send the Troops to America as soon as possible, and have accordingly Contracted with the Owners of the Ship *Lord North*, George Ross Master, to carry them to New York, there to be Landed and disposed of as the Commander in Chief may think proper, and I have wrote to Lord Howe and the General concerning them; the Paper marked No 2 is Copy of the Contract I have entered into with the Owners of the Ship *Lord North*; which I hope their Lordships will approve. The *Killingworth* Victualing Transport (Ordered by Lord Howe to proceed to England under Convoy of the *Active*) is put into St Johns Antigua in distress having sprung a Leak at Sea; I shall hasten the necessary Repairs both of her, and the *King George* Navy Transport, and Order them both to proceed to Deptford the moment they are Refitted.

The other inclosed Papers marked No 3; 4; 5; 6 and 7 are Copies of Letters of Intelligence received from Captains Colpoys and Bryne, Copys of Orders given to the *Seaford*, *Pelican*, and *Portland*; List of Prizes taken; State and Condition and Disposition of the Ships under my Command, which you will likewise be pleased to Communicate to their Lordships I am Sir [&c.]

Jam<sup>s</sup> Young

1. PRO, Admiralty 1/309.

2. Marginal note indicates that the Admiralty ordered the Navy Board to pay the *Pomona's* officers and men to this date and "dispense with all Books & Papers."

3. Marginal note: "Copy of this part of the Paper referd to Ld G. Germ. for his Maj's Informatr<sup>n</sup> & Directn."

"DISPOSITION OF HIS MAJESTY'S SHIPS AND VESSELS UNDER THE COMMAND OF  
VICE ADMIRAL YOUNG AT BARBADOS AND THE LEEWARD ISLANDS THE  
9TH DECEMR 1776." <sup>1</sup>

Ships.	Commanders.	Where Stationed, &c.
<i>Portland</i>	Captn T. Dumaresq	{ Sailed hence the 8th Instant to Prince Ruperts Bay Dominica, to Compleat her Wood and Water; as soon as that Service is performed to proceed off the Island Curassau, and Cruize about that and the adjacent Islands for three Weeks; after the expiration of the Cruize to return and join me in English harbour Antigua.

<i>Seaford</i>	Jno Colpoys.	Ordered the 17th Novemr to proceed to Sea and Cruize off the Leeward Charibbe Islands, Vizt St Eustatia, St Martins, St Bartholomew, and St Croix; to remain on this Service till the 18th Decemr, and then (having compleated her Wood, and Water) to return & join me in English harbr Antigua.
<i>Hind</i>	Hy Bryne.	Ordered the 19th Octor to proceed to Prince Ruperts Bay, Dominica; and compleat her Wood and Water; and as soon as that Service is performed, to Sail on a Cruize to windward of the French Islands Guadalupe, Martinico, and St Lucia to remain on this Service till the 30th Novemr then call in at Prince Ruperts Bay Dominica, compleat her Wood, and Water, and return & join me in English harbr Antigua.
<i>Shark</i>	Jno Chapman.	Ordered 19th Octor to Sail from St Christophers the 4th Novemr as Convooy to the homeward bound Trade for Great Britain and Ireland.
<i>Hawke</i>	R. P. Cooper.	In English harbour Antigua; Fitting for Sea, after being Careened.
<i>Pomona</i>	T. Eastwood.	Missing since the 6th September last. Sailed hence the 1st Instant to Prince Ruperts Bay Dominica to compleat her Wood and Water; as soon as that Service is performed to proceed to Rosseau Dominica; wait there four days to raise Seamen; afterwards to Sail on a Cruize ranging along the French Islands of Martinique, St Lucia, and Guadalupe, to remain on this Service till the 21st December and then return and join me in English harbour Antigua.
<i>Pelican Armd Brigantine</i>	Lieut J. P. Ardesoif.	In English harbour Antigua, waiting for a new Main Boom (former carried away;) and compleating her Provisions.
<i>Endeavour Armed Brigantine</i>	Frans Tinsley	Jam <sup>e</sup> Young.

Philip Stephens Esqre

[Endorsed] In Vice Admiral Youngs Letter 9t Decemr 1776.

1. PRO Admiralty 1/309.



DEPOSITION OF MATHEW MURRAY<sup>1</sup>

Copy.

Before John Stanley Esqr one of the Members of His Majesty's Council for the Island of St Christopher, His Majesty's Solicitor General for his Leeward Charibbee Islands and one of the Justices assigned to keep the Peace within the said Island of St Christopher.

Personally appeared Mathew Murray of the Said Island of St Christopher Gentleman, who being duly Sworn on the Holy Evangelists of Almighty God, deposeth and Saith that on or about the first day of this instant December, he this Deponent went from this Island to St Eustatius in a Small two masted Boat belonging to, and commanded by, John Charles of this Island, on board of which there went also two other white men as Passenger, who were both Strangers to this Deponent, and whose names he does not know and this Deponent Saith that amongst other conversation during their Passage down to St Eustatius, one of the before mentioned Strangers informed this Deponent and the Company on board, that he was a North American and had been in Several Engagements there with the Kings Troops, but that he had come from there and wanted to get into other Employ, upon which this Deponent observed to him that there was a Brighten in this Island bound with Rum and Provisions for New York, and that he might enter onboard of her and he would be in no danger as She was in the kings Service, to which the Stranger replied, that he did not chuse to return to North America, but that he wanted to go to England, which Story this Deponent afterwards found was only meant to amuse this Deponent and his Fellow Passengers, for this Deponent Saith, that upon their arrival in the Road of St Eustatius, and coming close along Side of a Sloop, then lying at anchor there, the People onboard of the Said Sloop came running forward and Spoke to the before mentioned Stranger, who there upon cried out aloud to this Deponent and his Fellow Passengers "now you may all know me I am Gunner of this Sloop, She is an American Privateer, and is called the *Baltimore Hero*,<sup>2</sup> and is the one which took the Irish Brig off here the other Day" and afterwards he the last mentioned Person put his Chest and Things into a Canoe and proceeded him Self in the Said Canoe towards the Said Sloop.

(Sighn'd)

Mathew Murray.

Sworn before me this

9th day of Decr 1776.

(Sighn'd) John Stanley.

1. Admiralteits Colleges, No. 487, Neth. Arch.

2. Maryland privateer sloop, Thomas Waters, commander, 12 guns and a crew of 20, commissioned September 16, 1776, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, I, 91, NA.

"AN ACCOUNT OF SHIPS AND VESSELS TAKEN AS PRIZE OF WAR, BY HIS  
YOUNG AT BARBADOES AND THE LEEWARD ISLANDS, AND IN THE SEAS ADJACENT,

By what Ship Taken	When Taken.	Where Taken.	Name of the Vessel.	Master.	To what Nation or Province belonging.	Sort of Vessel.	From whence.
1776							
<i>Seaford.</i> <i>Pomona.</i>	1st Septemr 6th	At Sea. Off St Eustatia	<i>Polly</i> <i>St George.</i>	Jas Donavan Jno Taylor.	Massachusets —	Sloop. Brig.	Newbury St Eustatia
<i>En- deavour.</i> <i>Hauke.</i>	30th 9th Octobr	Off St Croix. Off St Lucia	<i>St Croix.</i> <i>Burlow</i> <i>Castle</i>	Saml Cockran. H. Hall.	St Croix. —	Sloop. Sloop.	St Croix Demarara
<i>Portland.</i>	18th	At Sea.	<i>Putnam.</i>	Chrisr Whipple	Rhode Island	Brig	Rhode Island
<i>Portland.</i>	28th	At Sea.	<i>Inde- pendence</i>	Stepn Ticker	North Carolina	Brig.	North Carolina
<i>Portland.</i>	3d Novemr	At Sea.	<i>Betsy.</i>	Robt Lennis	North Carolina	Schooner	North Carolina
<i>Portland.</i>	5th	At Sea.	<i>Sally.</i>	Wm McCulloch	Philadelphia	Sloop	Philadelphia
<i>Portland.</i>	6th	At Sea.	<i>Susanna.</i>	Seth Ewel	North Carolina	Sloop	North Carolina
<i>Seaford.</i>	10	Off St Martins	<i>Young</i> <i>Shark</i>	Ezra Field	St Eustatia	Schooner	Anguilla
<i>Hind.</i>	21st	Off Martinique	<i>Mary</i>	Wm Alexander	Maryland	Schooner	Maryland
<i>Seaford.</i>	24th	Off St Martins	<i>Mary</i>	Thos Louwies	St Eustatia	Sloop	St Martins
<i>Seaford.</i>	"					Schooner	
<i>Hind.</i>	3d Decemr	Off Martinique	<i>Polly.</i>	Geo. Ramsdell	Nantuckett	Brig	Nantucket

[December 9]

1. PRO, Admiralty 1/309. Enclosed in Vice Admiral Young's letter of December 9, 1776.

10 Dec.

WILLIAM NESBITT TO SIR GEORGE COLLIER <sup>1</sup>

Sir

[Halifax] Decemr 10th 1776

I have taken the Depositions of several People on Board the *Tarter* Transport and do find upon the whole that the Master of her Basely & Cowardly gave her up without firing a Gun, tho' encouraged by his own Men to fight the Privateer — but as we have no Method by Common Law for Punishing Cowards I cant see what we or you can do with him, for there is no Punishing Cowardice but by the Martial Law.

I am therefore of Opinion there can be nothing done with this Fellow but to cause the Ship which I am told is his own Property to be Libelled for Salvage, with which You may reward those honest Fellows that recovered her — and not any longer to detain Bustle [William Bussel] the Master but let him go about his Business — & if you require it I shall Libell his Ship — and am with Respect [&c.]

(Copy)

W<sup>m</sup> Nesbitt Atty G<sup>l</sup>

[Endorsed] No. 1 Attorney-Generals Letter to Sir George Collier respecting Bussel In Sir Geo Colliers of the 8th. Janry 1777

1. PRO, Admiralty 1/1611, 2, 16.

MAJESTY'S SHIPS AND VESSELS UNDER THE COMMAND OF VICE ADMIRAL  
SINCE THE LAST ACCOUNT TRANSMITTED THE 30TH SEPTEMBER PAST." <sup>1</sup>

When last Sailed.	Where bound.	Lading	No of			If any Ship of War in Company when taken her Name &c	To what Port sent to be Tried	Whether Condemned or Acquitted -
			Tons.	Men.	Guns.			
6th Sept 1776.	St Croix.	Bale Goods	90	8	-	None	Tortola.	Condemned.
	St Martins		20	16	4	"	Engl harbr	Condemned.
29 Sept	Philadelphia	Salt.	70	8	-	"	Antigua	
							Tortola.	Condemned.
5 Septemr	Barbados.	Lumber, Corn, and Staves	60	7	-	"	Kingston St Vincents	
1st August.	On a Cruise.	"	84	70	12	"	Engl harbr	Condemned.
							Antigua	
10th October.	Guadalupe	Lumber Tar &c	180	14	-	"	St Johns	Condemned.
18th October.	St Eustatia	Corn, Tar &c	30	5	-	"	Engl harbr	Condemned.
							Antigua	
6th October.	Martinique	Flour.	20	6	-	"	Engl harbr	
							Antigua	
7th October.	St Eustatia	Flour Corn &c	70	7	-	"	Engl harbr	
							Antigua	
6th Novemr	St Eustatia	Salt.	90	7	-	"	St Johns	
							Antigua	
10th October.	Martinique	Flour & Tobo	30	6	-	"	Dominica.	
23d Novemr	St Eustatia	Flour & Tobo	40	6	-	"	St Johns	
							Antigua	
		Flour					St	
5th Novemr	Bordeaux	Oil, Flaxseed &c	90	7	-	"	Christophers Dominica	

Jam<sup>s</sup> Young

MASTER'S LOG OF H. M. BRIG *Diligent* <sup>1</sup>

December 1776                      At Single Anchor in Shepeday Bason [Bay of Fundy]  
Saturday 7th                      AM got down top Gallt Yards Arm'd the Boats & sent them up  
Pettigoack River, to gain Intelagence of the Rebels -  
First & midl pt fresh breezes & Cloudy latter light breezes    PM  
the Boat ret'd with a Canoe with 6 french men & a woman in  
her & inteligance that the Rebles were gone off  
Sunday 8th                      at 5 sent the Boat Arm'd up Membramcook river to gain  
Intelagence & to bring of[f] the Provision Sloop that the Rebles  
had taken at fort Cumberland & Supposed to be there  
Mode & Cloudy    P M the Boat ret'd with a Shallop belonging  
to the Rebles    in the Evening sent the Boat a Shore again.  
Monday 9th                      AM the Boat not returning weig'd & ran Down the Bason a long  
shore.    at Noon Point Marangu[in]    SSWt 3 or 4 Miles  
First & latter pt do Wr Midl fresh breezes & Snow    PM at 2  
Anch'd wth the Sl Br in 7 fms water. Grindstone Island NWBN  
& Point Maranguin East    sent the Jolly boat to Shepeday to  
inquire after the Yaell: <sup>2</sup>

Tuesday 10th at 11 AM. the Jolly b[oa]t where surprized by a Party off the Rebles who took from them 4 Musquets 4 Cartuch Boxes with Amunition & one Cutlass Fired 2 Swivels a Sigl for the Boat – Mode breezes & fair Wr P M ½ Pt weig'd & made Sail out of the Bason at 5 Anshd in Cumberland Rode with the Sl Br in 7 fm muddy bottom Veer'd to ⅓ of a Cable found Riding here his Majestys Sloops *Vulture* & *Hope* with the Privateer Prize.

1. PRO, Admiralty 52/1669.
2. On December 22, some of the men with the yawl returned to the *Diligent* and reported "that Robt Griffiths Gunner's Mate, Thomas Lacoter & Jno Pickore where gone with a party of the Rebles Thos Levey died & Geo: Farbutton & Willm Flat where Sick at a house in Pettigock River," PRO, Admiralty 52/1669.

PETITION OF BENJAMIN TITCOMB TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

Falmouth Decr 10th 1776 –

To the Honbl Council of State of Massachusetts Bay  
May it please yr Honrs your Petitioner has schooner named *Beggars Bennison* about 136 ton, bound Demeray or the West Indies, of which Joseph Titcomb is Master – loaded with Boards fish Shooks hogshead and Hoops – which was ready for sea before the Embargo took place, your Petitioner therefore prays your Hons to give Liberty for sd Vessel to proceed on her sd Voyage – And your Petitioner will ever pray –

Benjamin Titcomb

[Endorsed] Council Chamber [Boston] Decr 23d 1776 –

To the Naval Officer for the Port of Falmouth –

Permit the schooner *Beggars Benson* Burthen about one hund thirty six tons, of which Joseph Titcomb is Master, loaded with Boards – fish, shook hogds – and Hoops, bound to Demarary or the West Indies – to proceed on her sd Voyage the Owner of which making it appear to you that sd Vessel was ready to sail a Clearance [illegible] the 7th Instant – the sd Master giving Bond that he will import in sd Schooner Molasses and military Stores – the Dangers of the Sea and Enemy excepted

By Order of Council

John Avery Dpy Secy

1. Mass. Arch., vol. 166, 88, 88a.

JOHN LANGDON TO CAPTAIN THOMAS PALMER <sup>1</sup>

Capt Thomas Palmer

Portsmo 10th Decem. 1776

You haveing the Command of the Ship *Betsey Frigate* belonging to the United States of America now equipt for the Sea, are to embrace the first opportunity of Wind and weather and Proceed with Said Ship to Bourdeaux in France where when it shall please God you Arrive you'll Call on Mr Thomas Morris,

Agent for the Am[e]rican States and to him Deliver Ship and Cargo and follow his further Direction, in Case Mr Morris is not there then wait on Messrs Saml and J. H. Delap and to them Deliver my letters, and follow their Direction the same as tho' Mr Morris was Present You'll take the greatest care and use every means to prevent the Ship's falling into the hands of the enemy, making all Dispatch and using all frugality in your power – You are to have five pounds Stg P month Wages and Sixty pounds Sterling in lieu of all Commissions for doing the business I wish you Safe Voyage and Safe Return your Friend

John Langdon

Agent for the States

[Endorsed] the above are my Orders which promise to follow—

P

Thomas Palmer

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

### JOHN LANGDON TO THOMAS MORRIS <sup>1</sup>

Sr

Portsmouth N. E. Decem. 10th 1776

This you'll receive P the Ship called the *Betsey Frigate* Capt Thomas Palmer Commander, with a Load of masts, planck; Staves &c on the Acct of the United States of Amarica, I am informed, by a Letter from the Honbl Robert Morris Esqr President of the Continental Secret Committee that you are Appointed Superintending Agent for the States in France, Iv'e therefore Consigned the Ship to you or your Order at Bourdeaux, agreable to Direction Messrs Saml and J. H. Delap are your Agents at that place as I'm inform'd on whom Iv'e ordered Capt Palmer to Call for your or their Orders; Iv'e Inclosed Invoice of Cargo & bill Lading this Ship is old, and therefore best she should be Sold, if the Cap. and people can have a passage found them home, as it is Impossable to get men, to go from hence to be Discharged there the Honbl Committee have Ordered me to write you to sell the Ship as well as Cargo, if Reasonable price can be Obtained to Amt of Cost, if She will not Sell, you are to Send her out to Me with a Load of Salt that I may send more Lumber to you – I am order'd to Send out Several Ships with Masts for France, but my not being able to get Cordage and Sail Cloth prevents, we have Several Large Ships here, which would Answer well, could we be Supplied with these Articles if it should be in your power to furnish any to this place it would be a great Service to the States –

this Ship is old as I've before mentioned, but her haveg Rigg[in]g and Sails, Induced me to purchase her She Cost one Thousand pounds Lawful money of this State Spanish Milled Dollars at the rate of Six Shillings P Dollar equal to Seven hundred and fifty pounds Stg –

I shall be much obliged for your Advice of what Articles is best from hence to France – If this ship should be sold and you should take up a Vessell, there, for the States, I know of no man who would Answer the purpose better than Capt



Palmer, to Command her, his men likewise are to be depended on – I wish the Ship and Cargo Safe to hand being with Respect [&c.]

John Langdon  
Agent in this Place, for  
the United States. – <sup>2</sup>

Mr Thoms Morris  
Agent for the American  
States in France, at Bourdeaux.

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. Langdon also wrote two letters this date to Samuel & J. H. Delap; one in his capacity as Continental Agent and one as a private merchant, John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

#### JOURNAL OF THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES <sup>1</sup>

[Exeter] Tuesday, Decemr 10th, 1776.

Voted, That Saml Phillbrick Esqr repair immediately to Boston & get what Intelligence he can about the affairs of Rhode Island, & return & make report as soon as possible.

Voted and Resolved, That a General Embargo imediately take place and continue, till the further order of this Court, on all vessels of every Denomination (excepting such as may be fitted out by order of the United States, or either of them, or by the Board of War in behalf of this State or such as may so continue from one harbor in this State to another, or such as may be permitted by the Genl Assembly, or in the recess thereof by the Council or Committee of Safety of this State) and That all vessels departing in violation of the foregoing Resolution, shall with their Cargo, tackle & appurtenances be forfeited to and for the use of this State & recovered by a Libell to be filed for that purpose in the maritime Court of this State, at any time within one year after the offence committed, by the Naval officer of the Port where the said vessel may be seized. And in case any vessel departing as aforesaid shall not be seized in one year after her departure, The owner or Freighter thereof shall forfeit and pay the value thereof, to be sued for and recovered in the Inferiour Court of Common Pleas in the County where the offence may be committed, by the Naval officer of the Port or place from whence the vessel departed; one third to his own use and the other two thirds to the use of this State, and in all trials in the maritime Court or Inferior Courts in consequence of the resolution aforesaid any party aggrieved may appeal to the Superior Court of Judicature in this State.

Resolved, That the Naval officer where there are any, and where there are no Naval officer, the Comtee of Correspondence, Inspection & Safety in the several maritime Towns in this State be ordered and are hereby Impowered to see the foregoing Resolutions be put into Execution. Sent up by Mr. Smith.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 412–13.

RESOLUTIONS MODIFYING THE MASSACHUSETTS SHIPPING EMBARGO <sup>1</sup>

State of Massachusetts-Bay.

Council-Chamber, *December* 10, 1776.

Whereas an Embargo was laid the Seventh Day of December, Instant,<sup>2</sup> on all Vessels, excepting such as may be fitted out by Order of the United States, or any of them, or by the Board of War, in Behalf of this State, or such as may go Coastwise, from one Harbour in this State to another, or such as may be permitted by the General-Assembly, or in the Recess thereof, by the Council. And whereas it is thought necessary, that Provisions and some other Articles be imported from any of the United States of America: *Therefore,*

*Resolved,* That Vessels may depart, under the Conditions hereafter mentioned, from any Harbour, Port or Place in this State, to any Harbour, Port or Place in any of the United States of America, for the sole Purpose of importing from thence into this State, any Sort of Provisions, Goods, Wares or Merchandize.

*It is further Resolved,* That before the Departure of any Vessel for the Purpose aforesaid, the Master o[r] Owner, with sufficient Sureties shall enter into Bonds, in the Value of the Vessel and Cargo on board, with the Naval-Officer of the District or Port; and where there is no Naval-Officer, with the Committee of Correspondence, Inspection and Safety, of the Towns or Places wherein such Vessel lies, payable to the Treasurer of this State, conditioned, that said Vessel shall really and truly proceed on said Voyage, and not deviate therefrom, unless constrained by Stress of Weather, or other unavoidable Accidents; and a Certificate that such Bonds are entered into, together with a Clearance, shall be given the Master of said Vessel by the Naval-Officer of the District or Port, or where there are no Naval-Officers, by the Chairman of the Committee of Correspondence, Inspection and Safety, of such Town or Place where such Vessel lies, before she is suffered to depart out of this State.

*Provided always,* That no Vessel shall be suffered to take on board, for the Purpose of Exportation, any Wheat, Rye, Indian Corn, Peas, Beans, Bread, Flour, or any kind of Meal, Pork, Beef, Mutton, Sheep, live Cattle, Swine, Butter, Cheese, Rice, Sugars, Salt, Oats, Cotton Wool, Sheeps Wool, Flax, Bar Iron, Hemp, Cordage, or any Kind of Linen or Woollen Cloth, except so much thereof as the proper Naval-Officer, or where there is no such Officer, the Committee aforesaid shall judge a sufficient Supply for the Vessel's Company, and expressly permitted to be taken on board.

*It is further Resolved,* That if any Vessel shall depart, or attempt to depart, out of this State, in Violation of any of the aforementioned Resolves, said Vessel shall, together with her Tackle, Apparel and Appurtenances, and the Cargo on board her, be forfeited, and recovered and disposed of in like Manner as is provided the aforementioned Resolve of the Seventh Day of *December*, Current.

*And provided always,* That if any of the foregoing enumerated Articles shall be taken on board any Vessel, really and truly bound on the afore-described Voyage, without such Permission as aforesaid, such enumerated Articles, and not

the Vessel or other Cargo, shall be forfeited and recovered in Manner as afore-said; and the Master of such Vessel shall likewise forfeit the Sum of Fifty Pounds, for every such Violation of these Resolves, to be recovered by Action of Debt, in the Court of Common-Pleas, of the County where such Offence is done, by any Person who shall sue for the same; and one Moiety thereof to the Use of this State, and the other Moiety to the Use of the Prosecutor.

Sent down for Concurrence

John Avery, Deputy-Secretary.

*In the House of Representatives, December 10, 1776.*

Read and concurred.

Samuel Freeman, Speaker, P. T.

Consented to,

Jere. Powell,  
Caleb Cushing,  
T. Cushing,  
B. Austin,  
B. White,  
B. Lincoln,  
H. Gardner,  
Jabez Fisher.

J. Winthrop,  
B. Chadbourn,  
S. Holten,  
Daniel Davis,  
W. Phillips,  
D. Sewall,  
F. Dana,

1. Mass. Arch., vol. 211, 386.

2. Mass. Arch., vol. 211, 340-41.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 10th Dec 1776 AM

Gave an Order on the Commissary to deliver Capt [John] Lambert, 1 Cord Wood, together with such Articles as are necessary for graving the Brig *Massachusetts* – Mr [John] Brown & Capt [George] Williams the Committee for examining the Brigantines *Freedom* & *Ann* & Ship *Marshall* Reported That the Proprietors of the Brig *Freedom* demanded £ 900 – Sterling for her, which they judg'd too great a price –

Reported – The Brig *Ann* a very good Vessel, but 4 Years old; will carry 1200 Barrells naval Stores – has the Master & Men engag'd – & cost the Proprietors £ 750 –

Reported The Ship *Marshall* wants a new Foremast & much done to her, is not a Ship of Burthen for Timber, but in other Respects a very good Ship, & will answer for the Board –

Voted – That the same Committee again treat with the Proprietors of the Brig *Freedom* in order to charter said Vessel – purchase her Cargo, & make Report –

Voted – That the Brig *Anne* be committed to Capt Williams & Colo [Jonathan] Glover to make a further Report –

Voted – That the Ship *Marshall* be purchas'd by the Board, provided the Owners will furnish her with a new Foremast – <sup>2</sup>

Attest Jon Loring Austin Secy

1. Mass. Arch., vol. 148, 33, 34-35.

2. The owners agreed and the Board purchased the *Marshall* on December 11 for £ 1760, Mass. Arch., vol. 148, 38, 41.

GOVERNOR NICHOLAS COOKE TO THE SHERIFF OF PROVIDENCE COUNTY <sup>1</sup>

State of Rhode Island } To the Sheriff of the County of Provi-  
& Providence Plantations } dence or to his Lawful Deputy Greeting. –

Whereas I have received information from the Honble Esek Hopkins Esq <sup>2</sup> Commodore & Commander in Chief of the Continental Fleet now within this State, that Robert Relf William Lenn, Phillip Gordon, William Seaner, Peter Cane, Pierce, J. Lembeck, Joseph Merre & divers others Seamen & Marines who have entered on Board & do now belong to The Continental Fleet under his said Command are lurking about within the State aforesd And for the Purpose of their being taken up & sent on Board said Fleet the said Esek Hopkins Esq hath sent an Officer on Shore & requested that I would give all due Assistance for the taking Up & sending on Board all such Deserters & others. –

You are therefore in the Name of the Governor & Company of the State aforesd Commanded to give all Aid & Assistance to the Officer or Officers belonging to said Fleet in apprehending & securing all Persons or Persons belonging to or who have entered on Board any of the Ships in the Continental Service & who have not been duly discharged. And for your so doing this shall be your sufficient. Warrant. Given under my Hand & Seal this tenth day of December AD 1776. –

Nich<sup>s</sup> Cooke Govr

[Endorsed]

Providence, December 10 – 1776

By Vartu of this Preseps I went with the first Leftant of the Ship *Providence* Now Lying in this State and Took up fore or five of the within Named Parsons which he Carred on Bord with him

P Fees 3/ Pr Mee Mart Seamans Depy She[rif]f

1. Council of War Papers, Exchange of Prisoners, R. I. Arch.

2. Hopkins to Cooke, December 10, 1776, Letters to the Governor, vol. 9, 1776–1777, R. I. Arch.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Onboard the *Warren* 5 miles below Providence

Gentlemen

December 10th. 1776 –

Three days ago the English Fleet of about 54 Sail of Transports and 16 Sail Men of War arrived in this Bay, and two days ago they landed I believe about four thousand Troops, and took possession of the Island of Rhode Island without Opposition. The Inhabitants of the Town of Newport favour'd their Operation I believe too much – the Militia are come in, in Order to prevent their further Operations. I thought it best to come up the River after the Fleet was within about two leagues of us with the *Warren*, *Providence*, *Columbus*, Brigantine *Hampden*, and Sloop *Providence* – The Inhabitants are in daily expectation of an Attack on the Town of Providence. I have got the Ships in the best posture of defence we can make them without they were full Mannd which they are not more than half – We lay where the Ships can't come up that draw much more Water than we do – If we get the Ships mann'd Shall take some favourable Opportunity and attempt getting to Sea with some of the Ships – but at present think





Narragansett Bay area



we are of more Service here than at Sea without we were mann'd – I am  
 Gentlemen [&c.] E H  
 To the hon. John Hancock Esqr  
 Presidt of the Marine Committee  
 at Philada

1. Hopkins Letter Book, RIHS.

# JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

At a Meeting of the Governor and Council of Safety

[Hartford] December 10th, 1776.

*Voted*, To draw on the Pay Table for £1400.0.0, in favor of Capt. [Seth] Harding of the brig *Defence*, and for the use of said brig, to render his account.  
*Order given Decr 10th, 1776, dd to Capt. Harding.*

*Voted*, To give order to Prosper Wetmore, Esqr, sheriff, on Capt. Harding's producing and lodging with him his power of attorney from the officers and men on board the brig *Defence* in the capture of the prize ship *John*, taken by them and brought into N. London and condemned, that first deducting the charges of condemnation and all other expences, and then one twentieth part of the net proceeds of the avails of the ship and cargo being the Admiral's part settled by Congress, then the one third of the remainder to be by him paid to Capt. Harding for his and the brig's crew their share in said prize, taking his receipt therefor, and to call upon Capt. [Ephraim] Bill for the bills of expences, and to see that they are all properly collected in order to make settlement. *Order given out Decr 10th, 1776.*

Directed Prosper Wetmore, Esqr, to pay to Capt. Harding £716 12 10 of the State money in his hands, which together with £683 7 2 make the sum of £1400 contained in the order given as above on this page to Capt. Harding.

1. Hoadly, ed., *Connecticut State Records*, 84, 85.

# GEORGE WASHINGTON TO THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Head Quarters, Trenton Falls, December 10, 1776.

Sir: Yours of last evening reached me at 4 OClock this Morning. I immediately sent orders to Commodore Seymour, to dispatch one of his Gallies down to Dunk's Ferry, and I shall dispose of the remainder in such manner, and at such places, as will be most likely, not only to annoy the Enemy in their passage, but to give the earliest information of any attempt of that kind. Parties of the Enemy have been reconnoitring both up and down the River, and I imagine it has been one of those parties that have appeared near Burlington; for as they have not found the least Opposition from the people of Jersey, they venture very far from their Main Body; which from the best Information, still lays about Trenton and above it.

I have desired Col. [Richard] Humpton, who is the bearer of this, to apply for a Party of Men, to go up Cooper's and Ancocus [Rancocas] Creeks, and bring down all the Craft he may find there; for it is in vain to cut down Bridges, if the Boats are left; they cannot be trusted to the Owners, for if an Enemy was to appear, such is their fear, that they would deliver them up, upon the first demand.

I think that the Fort began at Billingsport should be attended to; if there is not a party already there, one should be sent under a good Officer, who would not too readily take the alarm and come off; for you may depend, that only small Bodies will be sent to that Distance. But I have always found, that the Intelligence brought by people not used to see Men in Arms, has always magnified numbers exceedingly, and on this Head the officer should be guarded, not to trust to Report, but be well Satisfied himself before he gives up his post.

Having sent down Major General Putnam to throw up necessary Works for the Defence of your City, I hope you will co-operate with him, and give him every assistance in your Power to expedite so necessary an Operation. I have the honor to be, [etc.]

1. Fitzpatrick, ed., *Writings of Washington*, VI, 344-45.

CONTINENTAL MARINE COMMITTEE TO COMMODORE ESEK HOPKINS <sup>1</sup>

In Marine Committee.

Sir

Philada Decemr 10th 1776

We have ordered the Captains of the Armed vessels now at Rhode Island Severally to proceed to Sea with All Poss[i]ble despatch and to cruize for the Enemies Store Ships & Supply Vessels going to New York.

You Sir will exert yourself to have these orders carried into execution as Quickly as possible. We are sir [&c.]

William Ellery

W<sup>m</sup> Whipple

Rob<sup>t</sup> Morris

Richard Henry Lee

Fra<sup>s</sup> Lewis

1. Hopkins Papers, RIHS.

CONTINENTAL MARINE COMMITTEE TO JOHN LANGDON <sup>1</sup>

In Marine Committee

Sir

Philada Decemr 10th 1776

We have of this date Ordered Capt Thompson of the *Raleigh* Frigate to proceed to Sea with as all possible dispatch -

We therefore request that you will advance what money may be necessary to have this business Speedily executed, and render us an Account thereof which shall be passed to your Credit. You will Also make us A return of the Men on board at the time of her departure. We are Sir [&c.]

Fras Lewis

Richard Henry Lee

W<sup>m</sup> Whipple

W<sup>m</sup> Ellery

Rob<sup>t</sup> Morris

1. John Langdon Papers, Captain J. G. M. Stone Private Collection, Annapolis.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

In Marine Committee

Sr

Philada Decemr 10th 1776

We expect this will find the Ship Under Your Command in Readiness for Service, and therefore you are hereby directed to proceed to Sea with all possible

dispatch, and in A Cruize of six Weeks or two Months to intercept as many of the store Ships and Supply Vessels going to the Enemy at New York as you May fall in With – you will in this Cruize do as much injury to the Enemy and Service to the United States as it may be in Your power to accompl[ish]

When this Cruize is finished you will return to the most convenient Port in the United States, and if no further Orders are there lodged for You from this Board, you will proceed on A New Cruize for the purpose above Mentioned. We are persuaded it is not necessary to recommend to you the practise of humanity to those whom the fortune of War May Make Your prisoners. We expect to hear from you by every Opportunity and Wishing you Success. We are sir [&c.]

Rob<sup>t</sup> Morris      Richard Henry Lee  
Fra<sup>s</sup> Lewis      William Ellery  
W<sup>m</sup> Whipple

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 179, NA.

WOOLSEY & SALMON TO JOHN PRINGLE, PHILADELPHIA MERCHANT <sup>1</sup>

[Extract]

Sir

Baltimore 10th Decemr 1776

We understand that How's Army is retreating if so we give you joy. We can now inform you that the Brig *Rogers* is safe in St Eustatia & that the *Harlequin* <sup>2</sup> is arrived in the River with the ship *Lydia* Capt Dane a Prize with Sugar &c. . . .

1. Woolsey & Salmon Letter Book, LC.

2. The Maryland privateer schooner, James Handy, master, commissioned October 11, 1776; Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, VII, NA.

MARYLAND COUNCIL OF SAFETY TO ARCHIBALD BUCHANAN <sup>1</sup>

No 49.

Sir, We have received two letters about the Gondolas you are building, we shall endeavour to provide Anchors and Cables, as soon as possible. – Mr [William] Lux has been spoke to about cordage and we expect S: Steward has spoke about Anchors, we shall see him in a day or two. – and write you further on the Subject. – The Gentlemen you recommend had better come down, and we will converse with them on the subject of their Appointment. – The Gondolas had better remain on the stocks a short Time longer, until we can get Cordage for Cables, Riging &c.

[Annapolis] December 10th 1776.

Mr Andrew [*sic* Archibald] Buchanan.

1. Council of Safety Letter Book, No. 2, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN GEORGE COOK <sup>1</sup>

No 50.

Sir, We have your's of 8th and for your satisfaction inclose you some Copies of Resolves relative to the Naval department. Much may depend upon your getting away soon, and we are glad to find that you will be ready before Christmas. The bounty given we hope, will be an inducement to your Men, and that you will

thereby be enabled to keep them together. We shall be glad to see you, as you propose, when we can converse further on Matters in general.

[Annapolis] Decr 10th 1776

1. Council of Safety Letter Book, No. 2, Md. Arch.

# JOURNAL OF THE SOUTH CAROLINA NAVY BOARD<sup>1</sup>

Navy Board [Charleston]

Tuesday 10th December 1776 –

The Board Mett according to Adjournment

Present. Edward Blake Esqr. first Commissioner

Thos Corbett, Thos Savage, Geo Smith, Geo Abbt. Hall Esqrs – The Clerk reported that he waited on his Excellency the President according to Order And his Excellency gave an Order to the Forts, Johnson & Moultrie to pass the said Pilot Boat (which he named the *Hawk*) on a proper Signal to be agreed on between the boat and the said Forts. –

Mr. Hezekiah Anthony applied as having a [commission] as first Lieutenant of the Briggt of Warr *Comet* dated the 10th Augst. 1776 he being then on the late Cruise, and *now* Claims his wages as first Lieut. from the 10th of August. the time of the date of his Commission –

Resolved that the Pilot Boat (*Hawk*) be sent to George Town under the Command of Mr. Stone or Mr. Philips for such Articles as the Board shall Order from thence –

Ordered that an Anchor from the Briggt. *Comet*, and a Cable from the Floating Battery, be sent to Sullivans Island for the use of the works Carrying on there by Genl [Christopher] Gadsden by an application to this Board by him for that Purpose –

1. Salley, ed., *South Carolina Navy Board*, 29.

## ST. GEORGE TUCKER TO OWNERS OF THE SLOOP *Dispatch*<sup>1</sup>

{Extract}

Turks Islands Decr 10th 1776.

Gentlemen, I have the Pleasure to inform you of my safe Arrival here last Saturday after a tollerable passage, in which there was no material Occurrence worth mentioning except our being chas'd near the West End of Grand Caicoes (where by some Accident we first fell in with the Land) by a Ship which we apprehend to be Stationed in those parts to cruize for Vessels bound to Cape Francois or the Mole. We have since been informed that there are several Ships cruizing in those Quarters – so that it might be dangerous to attempt a Trade with any of those Parts or to go too near in shore in a Voyage from hence Northward.

On my Arrival here I met with some exceedingly good ginned Cotton, of which I made a purchase of £100. worth on Account of the owners, as I was persauded it was an Article which would answer exceedingly well, and insured me against any Accidents arrising from the want of a sufficient Cargoe of Salt to obtain a Return Cargoe – I was the rather induced to this Purchase as the Bills

I have given for it are at six Months sight, by which Time I hope to have it in my Power to make an ample Remittance – Another Inducement was the Apprehension I was under of not having a sufficient Cargoe to advance the Premium on Insuring at our next Port of discharge, in Case the Price of Salt should fall. – We have not our whole Cargoe of Salt on board yet – we want only between two and three hundred Bushells to accomplish it, so that I hope to Sail pretty early in the forenoon of tomorrow if the Weather holds fair of which there is at present a very good Prospect. –

P: S: Decr 11th 1776.

I am now to inform you that we have taken on board 2817 Bushells of Salt which is as much as we think it adviseable to carry besides what the Captains &c. have on board amounting nearly to 200 Bushells. I think it was not very lucky that Mr. Godets offer was rejected as the current price for Salt is nine Pence on board, at which Rate I have purchased the whole Cargoe. The whole Cargoe on board belonging to the Owners amounts to £205 . . 12 . . 9. as will appear below.

2817 Bushells of Salt a 9d	£105 . 12 . . 9
1500 lbs fine ginned Cotton at 1/4	100 . 0 . . 0
Total on acct of the Owners	£205 . 12 . . 9

The Gentlemen Owners of the Sloop *Dispatch*.

I should have preferred loading at Salt Quay, but was universally advised not to risque lying there at this Season of the Year – especially as there would be no obtaining equal Dispatch there. These Reasons induced me to give the Grand Quay the Preference altho' the Salt is both lighter and cheaper at the former Place – The Season of the Year being so far advanced I was determined to lose as little Time as possible.

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

“DEPOSITION OF PATRICK REDMOND MASTER OF ONE OF THE VESSELS THAT  
SAIL'D IN THE JUNE CONVOY RESPECTING THE SAID CONVOY.”<sup>1</sup>

Jamaica ss –

Patrick Redmond of the Parish of Kingston in the said Island Mariner maketh Oath & Saith that he is Commander of the Sloop *Kingston*, in which Vessell he made a Voyage to Quebec, last Summer, having Sail'd from Bluefields in Jamaica on the Seventeenth day of June in the present Year of our Lord 1776, in Company of a Fleet of between Thirty & forty Sail of Merchant Vessells, under Convoy of His Majestys Ship the *Antelope*, William Judd Esquire Commander – Saith that on Sailing towards the West End of Jamaica several more Vesels bound for England Joined the said Convoy & that some of the Vessels in Company were tolerable good Sailors, and some very bad – Saith that the said Fleet having Scatter'd themselves a great distance, from one another the said William Judd having Endeavour'd by all possible means to keep them together, and finding it Impracticable so to do, He Hail'd the Sloop *Kingston* on Saturday the 22nd June (she being a remarkable fast Sailing Vessell) and order'd this deponent to hoist a



pendant and keep a head of the fleet, and to order such Ships as were a head, to keep a Stern of the said Sloop, And that whenever he wanted to give this deponent any further Instructions he would hoist his pendant at the foretopmast head – This Deponent further Saith that there was Several of the said Convoy a head at the time last mention'd, and that in particular one Vessel was between two & three Leagues a head of the rest, – Saith he this deponent made Sail Immediately after her until Sun Sett, but could not come up with her, although this deponent was then two Leagues a head of the rest of the Fleet, upon which this deponent fired two Guns to bring said Vessell too which she paid no regard to. Saith he this deponent then lay too until the fleet came up, and that the next Morning being the 23d June at 3 AM; he came up with the Ship he had been in Chase of, the preceeding Evening, and advised her Master to keep in the fleet, and told him the orders this deponent had received from the Commander of His Majestys Ship the *Antelope*,

Saith he this deponent received for Answer from said Ship “Do not you see my Poop Lanthorn, I am my own Commander” This deponent Saith the next day another Vessell who wore a Short Red Pendant kept out of the Fleet, and upon being hail'd & order'd into the fleet by this deponent; answer was made “that the Ship Steer'd so very bad, he was afraid to keep in the fleet for fear of running foul of some of them” This Deponent Saith that Captain Judd constantly hoisted Signals & fired Signal Guns from the *Antelope* according to the Instructions he had given the Fleet, to keep them together, & Saith that many of them did not Obey such Signals & Signal Guns – Saith that some more Ships from the North side of Jamaica joined the said Fleet at Cape St Antonio, which made the whole to consist of about fifty Sail, — Saith that near the Havannah the fleet Straggled at a great distance in the Mornings, but were brought too in the Evening by Captain Judd, in the best manner he could, Saith that notwithstanding Captain Judds unwearied endeavours to keep the Fleet together, some of them were so farr a head between the Havannah & the pan of Matanzas, as to be scarce discern'd, And that between the pan of Matanzas and the Martiers part of the Fleet went out of Sight – Saith that to the best of this Deponents Knowledge and belief, the said Captain Judd did all he possibly could, to keep the said fleet in order, and in every other respect behaved as became the Commander of a Convoy but that it was out of the power of any one Single Ship to keep so large a fleet, with so many unruly Masters together This Deponent further Saith that Captain Judd continued with, & Convoy'd such of the Fleet as he was able to keep together until the Sixth day of July 1776, when this Deponent parted with in Latte 31 : 20 North and soon after lost Sight of him.

Signd Patrick Redmond

Sworn before Me }  
this 10th day of Decr 1776 }

(A Copy)

Clark Gayton

Philip Prideau

[Endorsed] In Vice Admiral Gayton's Letter 8th January 1777

11 Dec.

TRIAL AT HALIFAX OF THE RECAPTURED SHIP *Betsey*<sup>1</sup>

Cause

Nova Scotia Court } George Dawson Esqr Commander of his Majesty's Arm'd  
of Vice Admiralty } Brig the *Hope*. vs. the Ship *Betsey* & Cargo a Recapture.

November 21st } Libel filed and entered. Order made thereon as on file.  
1776. } Registers Office November 25th 1776. William  
Dowdall late Seaman on board the Ship *Betsey* Thomas  
Jarrold late Master Bound from the Isle of White [*sic*] to  
this Port of Halifax being duly Sworne Deposeeth, that  
on or about the 2 Day of November Instant they fell in  
with & was taken about 40 Leagues to the Eastward of the  
Grand Bank of Newfoundland, by a Brigantine called the  
*Washington* Commanded by one Elias Smith mounting  
Twelve Carriage Guns, and a number of Swivels,<sup>2</sup> that when  
they were taken, the Rebels put about Eleven hands out of  
the Privateer on Board the Ship *Betsey*, and took the Master  
Thos Jarrold, & five Hands out & then Shaped their course  
for Cape Anne. That Sunday morning the 17th Inst the Ship  
*Betsey* fell in with Capt Dawson Commander of his Majesty's  
Brig the *Hope*, who retook the Ship *Betsey* & brought her  
into this port of Halifax. Signd

his  
William X Dowdall  
mark

William Green of Lawful Age, late belonging to the Ship  
*Betsey* Thomas Jarrold late Master, being duly Sworne and  
Confirms the whole of the above Deposition.

(Sign'd) William Green

27 November } Court opened by making Proclamation as usual. The Libel  
1776. } and Order thereon read, the Depositions taken before the  
Register also read. Papers fr[om] No 1 to 4. Filed by the  
Advoc[ate] Genl as on file. William Nesbitt Esqr Appeared  
in the behalf of the Honble John Butler Esqr and Claim'd  
the Cargo of the Ship *Betsey* in behalf of the Contractors and  
all Concern'd in the Cargo of said Ship which was read and  
admitted as on file. — The appraisers appointed to Estimate  
the Ship *Betsey* & Cargo reported to the Court they could  
not make a true and Just Appraisement of the Cargo untill  
it was unloaded, as they had no Invoice to Govern themselves  
by, and the Bottom of the Cargo might be Damaged, and  
Desired they might have further time allowed to make their  
report to the Court; The Court having taken the same into  
Consideration allowed, & Order'd that the said Appraisers be

Allowed a further time to make their report to the Court of the Valuation of said Ship and Cargo, And that they do make such report as soon as Conveniently may be. And then adjourned to Wednesday 4th Day of Decr: next.

Wednesday 4th } Court adjourn'd by notice to Wednesday Eleventh December  
Decr. 1776 } Ins[tan]t:  
11th Decr/ 76 } Court opened by making Proclamation as usual, William Nesbitt Esq mov'd for a Decree in this Cause, Decree pronounced as on file.  
Court adjourn'd without Day in this Cause.

Fees of Court & Incident Charges in the Cause Geo. Dawson Esqr. Comr of the Brig *Hope*, vs. the Ship *Betsey* & Cargo.

Fees to the Judge on Cond[emnation] to pay the 8th to the Captors.

£15 S[terlin]g	£16 . 13 . . 4
Warrant of Appraisement	1 . . 1 . . -
3 Appraisers of the Cargo a 25/. ea[ch].	5 . . 5 . . -
3 Do of the Ship a 23/4. ea.	3 . 10 . . -
Costs on the claim of the Ship	1 . 15 . . -
Do on Do of the Cargo	1 . 15 . . -
Seamens Wages	50 . . 7 . . 2
Settling & Adjusting Accts do Court dues	1 . . 5 . . -
2 Copies of the Case a 56/8. ea.	5 . 13 . . 4
	<hr/> £87 . . 4 . 10

1. N.S. Arch., vol. 495, Vice Admiralty Records, Register of Letters of Agency, book 5, 1769–1777.
2. A Massachusetts privateer commissioned October 3, 1776. Another of the *Washington's* prizes, the snow *Friendship*, was taken and tried at Halifax on December 14, N.S. Arch., vol. 495, Vice Admiralty Records, Register of Letters of Agency, book 5, 1769–1777.

#### JOURNAL OF H. M. S. *Lizard*, CAPTAIN THOMAS MACKENZIE <sup>1</sup>

Decembr 1776 Cape Negro NbE 5 or 6 Leagues  
Wednesday 11th First part mode & cloudy mid & latr Do Weathr saw a sail ahead gave Chase fired a 3 poundr and brought the Chase too lay too hoisted the Cutter out & sent an Officer on board of her She proved to be a Prize sent the Acting Lieut on board of her to take charge of her with 6 hands <sup>2</sup> hoisted the Cutter in close reef the topsails made Sail.

1. PRO, Admiralty 51/550.

2. Brig *Hope* taken October 30, 1776 by the Massachusetts privateer schooner *Hawke*.

#### MASSACHUSETTS COUNCIL TO ALL COMMITTEES OF CORRESPONDENCE, INSPECTION AND SAFETY <sup>1</sup>

Council Chamber [Boston] Decr 11. 1776

Ordered – That the Committe of Correspondence &c of the said Towns of Plymouth, Salem & Dartmouth, and of any other towns within this State, forthwith apprehend all Masters, Marriners & Seamen taken on the High Seas who have

not entered into the Service of this or some of the United States, and are resident in their several Towns, and cause them Safely to be confined in some of the Public Goals in their several Counties, or in some other safe and secure place, and make return of the Names of all such Persons as they shall confine as aforesaid, and the place of their Confinement together with the Names of the Vessels in which they were respectively taken, as well as the Names of the Vessels by which they were taken, and the Names of the Commander or Masters thereof that the Board may take further Order thereon –

1. Mass. Arch., vol. 211, 41.

#### DIARY OF BENJAMIN MARSTON<sup>1</sup>

[Plymouth, December] 11 Rhode Island is now in possession of the Kings Troops – Admiral Hopkins & his fleet are block'd up in Providence – Nashon Islands have been plundered & the Buildings burned – The Militia are ordered to march to Bristoll – about 150 men go from this Town – General W[ashington] assures us that we Shall have a large fleet & a grand Army from France very early next Spring & That G. Brittain (as it is called) is quite impoverished by the American War & that she cannot possibly hold it above six months longer – & then the day will be all our own

1. Marston Diary, UNBL.

#### COMMODORE SIR PETER PARKER TO LORD SANDWICH<sup>1</sup>

*Chatham*, Rhode Island Harbour, 11th December 1776.

My Lord – I have done myself the honour since I sailed from Spithead of writing several letters to your Lordship, which I presume have been received. I should be sorry to be thought troublesome; but as your Lordship, from your knowledge of sea affairs and of the nature of conjunct expeditions, must be sensible how necessary the most perfect harmony is on such occasions, it may not be unsatisfactory to inform your Lordship that immediately on my appointment to this command I waited on General Clinton and Lord Percy, who did me the honour to accept of the *Chatham* for their headquarters. We set out in good humour and friendship, so we have continued, and so we are likely to continue. The season advances upon us so fast that I cannot give your Lordship any hopes of Providence falling into our hands before the spring; and I believe I must be contented with using the best means in my power to block up the Continental fleet as they term it. Their Admiral Hopkins is now with them. The *Alfred* is the only ship (I am told) at sea from this port; and should she appear off, we have Continental colours, which the general will hoist at the fort with a view to decoy her in, and I shall have a frigate ready to slip after her.

I cannot help esteeming your Lordship as a very particular friend to whom I owe the greatest obligation. I must therefore my Lord do my best, were it only for your credit, being, my Lord [etc.]

P. Parker

1. Barnes and Owen, eds., *Sandwich Papers*, I, 168–69.



COMMODORE SIR PETER PARKER TO PHILIP STEPHENS <sup>1</sup>

Sir

Chatham Rhode Island Harbour 11th Decbr 1776

The Commanders in Chief in America having thought proper, while the Season wou'd Admit of it, to Employ a considerable Number of His Majesty's Ships and Troops, for the purpose of making Descents on the Colony of Rhode Island, and Lord Howe having done me the Honor to appoint me, to the Command by Sea (Lord Shuldham having leave to return to England by the most early Conveyance) I directed Commodore Hotham (agreeable to my Instructions from the Vice Admiral) to proceed with His Majesty's Frigates the *Brune*, *Mercury* and *Kingfisher*, and also all the Transports with the Troops under the Command of Lieutenant General Clinton, (the *Grand Duke of Russia* excepted, which was judged to be too Large) by the Way of the Sound, whilst I proceeded with the great Ships, some Frigates, and the last named Transport, by Sandy-Hook to the Southward of Long-Island – I sailed the first instant, and on the Fifth, joined Commodore Hotham in the Sound, in Black-Point Bay, a Place He had judiciously Chosen, for the Protection of the Transports against the Violence of a strong NW Wind, which Blew the Night before – The Sixth I turned down with the Fleet, to be as near as possible to the Place of Our Destination. At Four the next Morning the Wind sprung up at WSW and by Three O'Clock in the Afternoon, the whole Fleet came to an Anchor off Weavers Cove Rhode-Island – The following Morning Captain [Toby] Caulfield (who had the Direction of the Flat-Boats) Landed all the Troops without Opposition, and I have the Pleasure to inform Their Lordships, that Rhode Island, with the Isles adjacent are now in the Possession of General Clinton. Captain Wallace of the *Experiment* Lead the Fleet by the West or Narriganset Passage, an Arrangement was made for covering the Transports, but we only passed Two Works without Guns, and intercepted a Brig of One Hundred and Sixty Tons, (which the *Experiment* took) Laden with Pipe, and Hoghead Staves, and Bees-Wax – On the first Appearance of the Fleet, Three Rebel Privateers of Thirty Four, Thirty, and Twenty Eight Guns, went up from Newport to Providence, where They are now with several Others, and I shall Hope to put an effectual Stop to any farther Mischief from that Nest of Pirates – General Clinton sends One of His Aid-De-Camps in the *Mercury* with His Dispatches, and I have directed Captain Montagu to send His Lieutenant Express with mine. Enclosed is List of His Majesty's Squadron under my Command, and a List of the Rebel Privateers at Providence, commonly called the continental Fleet. I am [&c.]

P: Parker

[Endorsed] 11 Decr 1776 Rhode Island Comdre Sr Petr Parker R 22d Janry 1777 by Lt Logie (2 Inclosures) Ansd 4 Mar 1777



## [Enclosures]

A List of His Majesty's Ships under the Command of the Commodore  
Sir Peter Parker, and where Stationed.

Ships	Commanders	No .		Where Stationed
		Guns	Men	
<i>Chatham</i>	{ Commdre Sr. P. Parker { Capt Toby Caulfeild	50	367	Off Newport, guarding the Main Passage
<i>Preston</i>	{ Commdre Hotham { Capt Saml Uppleby	50	367	Do Station
<i>Renown</i>	" Fras Banks	50	350	{ In the West, or Narhighanset Passage between the North Ferry & Dutch Island
<i>Sphynx</i>	" Anthy Hunt	20	160	{ In the West, or Narhighanset Passage between the Ferry and Bever Head
<i>Centurion</i>	" Rd Brathwaite	50	350	To the Northward of Hope Island
<i>Asia</i>	" Geo. Vandeput	64	500	Between Dyres Island & halfway Rock
<i>Experiment</i>	" James Wallace	50	320	To the Northward of Dyres Island
<i>Emerald</i>	" Ben. Caldwell	32	220	Off Bristol Ferry
<i>Brune</i>	" Jas Ferguson	32	220	{ In the East, or Seakennet Passage
<i>Cerberus</i>	" John Symons	28	200	
<i>Carysfort</i>	" Robt Fanshawe	28	200	{ Off Fishers Island in the Sound to prevent Vessels from coming out of New London & to protect Trans- ports &c
<i>Diamond</i>	" Chas Fielding	32	220	{ Cruising under Lord Howes Orders
<i>Ambuscade</i>	" Jno Macartney	32	220	{ not yet joined Company
<i>Kingsfisher</i>	" Alex Graeme	14	125	Gone Express to Lord Howe at New York
<i>Mercury</i>	" Jas Montagu	20	160	Gone Express to England

*Chatham* Rhode Island the 11th day of Decemr 1776

P: Parker

A List of Rebel Ships & Privateers at Providence Commonly call'd the  
Continental Fleet.

Ships	Commanders	No of Guns
<i>Warren</i>	{ ——— Hopkins { Jno Hopkins	32
<i>Columbus</i>	——— Olney	30
<i>Providence</i>	Abrm Whipple	28
<i>Blaze Castle</i>	——— Monro	22
<i>Ship Jane</i>	Wm Cox (Privateer)	20 6 pounders
<i>A Brig</i>	———	12
<i>Sloop Providence</i>	Hoysted Hacker.	12

*Chatham* Rhode Island the 11th day of Decr 1776

P: Parker

1. PRO, Admiralty 1/486.

DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 11th Decr

The frost being very severe, the three brigades which are encamped, were this day ordered to go into Cantonments in the farm houses, but the order being received too late to admit of making the necessary regulations, the movement was deferred until to Morrow.

The *Chatham*, *Preston*, and some other ships of War, went down to Newport this morning, and anchored off the town.

Capt [Duncan] Drummond, aide de Camp to Genl Clinton is going to England in a day or two, in the *Mercury* Frigate, with the General's dispatches.

1. *Mackenzie's Dairy*, I, 125.

DEPOSITION OF SYLVANUS WATERMAN, MASTER OF THE SCHOONER *Frank* <sup>1</sup>

State of Connecticut

Hartford County ss –

Personally came and appeared this eleventh Day of December in the year of our Lord one Thousand seven Hundred and seventy six; before me Titus Hosmer Esqr Justice of the Peace in and for said County Silvanus Waterman of Chatham in said County Mariner, and being duly and solemnly sworn upon his Oath deposes and saith that in the Month of March 1775 he said Deponent was appointed by Richard Alsop Esqr late of Middletown in said County deceased Master of his Schooner Called the *Dolphin* of the Burthen of about sixty five Tons then bound on a Voyage from the port of New London in Connecticut to Montego Bay in the Island of Jamaica in the West Indies, & this Deponent further says that before he sailed he received the said Alsops Orders in writing for his Government in said Voyage wh were to proceed directly with sd schooner from New London to Montego Bay aforesaid and there to dispose of & sell the Cargo and to purchase and relade said schooner with a Cargo of the produce of sd Island and then return with sd schooner directly to New London and Middletown aforesd That on the last day of March aforesd this Deponent sailed with said schooner from New London and on the 27th day of April then next following arrived at Montego Bay aforesaid & proceeded in selling his Cargo and purchasing produce of sd Island – that while he lay at Montego Bay he recd Advice of the Battles of Lexington & Bunkers Hill, which alarmed him with Apprehensions that he might be taken & made a prize of by the British Cruisers upon his return to prevent which he ventured without Orders from his said Owner & with Intent only to save sd schooner & Cargo from Condemnation as American property to make a Bill of Sale of sd schooner to Francis Mariez Merchant there, without any Consideration received, and at the same time took a writing under sd Mariez Hand obliging him to restore said Bill of Sale when demanded, that there upon this Deponent changed the Name of sd schooner to the *Frank* took out a new register, cleared her out for Newfoundland and on the 3d day of August sailed with Intent to proceed directly to New London aforesaid agreeable to his owners Orders as aforesaid, and pursued the rout to New London till he arrived in the sound within Long Island and within seven Leagues of New London when he discovered an Armed Ship lying at Anchor which he judged to be a British Sloop of War, who as soon as she discovered said schooner came under Sail & stood for her upon which this Deponent bore away, and the weather coming on very thick by changing his Course he got clear of sd sloop, and immediately afterwards the wind came about an[d] blew fresh from the West which made it impossible for him to gain his port with Safety, and as he did not know what Cruisers might be on the Coast, he thought it most prudent to

bear away for Newfoundland which he accordingly did and arrived there the fourth day of October, from thence he cleared out for Jamaica with Intent to proceed to the Mole and return from thence to New London when he arrived off the Mole he was chased by two British Frigates to Leward & was obliged to go to Jamaica, from Jamaica he cleared again for Newfoundland, but was obliged to procure bond to deliver his enumerated Articles at Newfoundland or some other place in the possession of the King of Great Britain Which obliged him to save his Bondsman to proceed to Newfoundland, which he accordingly did, & there took in a Cargo of Fish and Oil & cleared for Jamaica, with full Intent to proceed to St Nichola Mole in Hispaniola, & from thence return to sd New London that in his passage towards the Mole on the 29th Day of October last he fell in with and was taken by the privateer *Montgomery* commanded by Capt Thos Ruttenbur [*sic* Ruttenber] and carried into providence in the State of Rhode Island – and this Deponent further saith that he hath constantly endeavoured in every Method he thought safe and practicable to comply with his Original Orders & return with sd schooner to New London & Middletown aforesd agreeable to his Orders – this Deponent further says that while he lay in Jamaica in August 1775 he received a Letter from Richard Alsop Esqr his owner in which he positively ordered him to return home with said schooner immediately which Letter with his Orders and every other paper tending to evince the property of sd schooner to be in Sd Alsop this Deponent destroy when he was chased by sd sloop of War off New London as aforesaid, and this Deponent further declares that he never did take on board sd schooner any thing that could be of service to the Army acting against the united states of America, or afford them or any Servant of the King of great Britain any aid or Assistance of any Kind whatsoever, but confined him self in all his Conduct to the sole point of getting Home as fast as he could, & was particularly carefull not to do or say any thing injurious to his native Country, and further this Deponent saith Not,

Sylvanus Waterman

Sworn the Day and Year  
above written for me

Titus Hosmer Justs Pac.

[Endorsed] The foregoing Deposition was taken at the request of Mrs Mary Alsop Administratrix on the Goods and Estate of Richard Alsop Esq late of Middletown Merchant deceased to be used before a Court for the Trial of Civil & Maritime Causes to be held at providence in the state of Rhode Island and providence plantation on the 16th day of December Instant on the Trial of the schooner *Frank* & her Cargo upon the Libel of Thomas Ruttenbur & others, the Deponent Sylvanus Waterman being Sick and unable to attend sd Court & the place of Trial being ninety Miles distant from Chatham the place of Caption Certified by me  
Titus Hosmer Justs Pac.<sup>2</sup>

1. Admiralty Papers, vol. 9, R. I. Arch.

2. See trial of the *Frank*, December 31, 1776.

JOHN DESHON'S BILL AGAINST THE BRITISH PRIZE SHIP *Sally*<sup>1</sup>

1776	The Prize Ship <i>Salley</i> : To John Deshon	Dr
Decr 11	To wharfage from the 13th Octo to the 11th Decem	} £6..0..0
	1776 is 60 days a 2/ -	
	To use of my Store for her Riging Sailes and Sundry	} 3..0..0
	other Articles as p Vendue List. Sold Decr 11th 1776 -	
	To use my Wharfe, Landing Ballast Guns, Water	} 1..0..0
	Cask, Anchors &c &c &c	
		£10..0..0

## Charges in Accot to Nathl Shaw Jun

1. Nathaniel and Thomas Shaw Letters and Papers, YUL. *Sally* was taken by the Connecticut privateer *American Revenue*.

JOURNAL OF AMBROSE SERLE<sup>1</sup>

[New York] Wednesday, 11th. [December]

The *Tartar* & *Phoenix* came down the North River this Morning; and several Transports, with Troops on board, sailed for Amboy, to reinforce the Army . . . The *Repulse*, *Nautilus*, & *Galatea* went to Sea.

1. Tatum, ed., *Serle's Journal*, 157.

SAMUEL CHASE TO CAPTAIN JAMES NICHOLSON<sup>1</sup>

Sir Philada Decr 11th Wednesday [Morn 1776]

It has been reported that You was coming up to this City with a Body of Seamen and Marines. one of the frigates is ready for the Sea, the other three may be soon ready for a short Voyage, if Men & Guns [could] be procured. You would render essential Service, if You could immediately come up with a Body of Seamen and an attempt might be made to bring round all the frigates here to Baltimore Town. - It cannot be doubted the Council of Safety would lend the Hands belonging to the [*Defenc*]e for this very important Service. You wil[l] send an Express to the Council of Safety. not one Moment is to be lost. I write this by the order of Congress.

We were informed yesday Morning that the Enemy were at Burlington Monday [evening]. We have certain Intelligence just now, that the Enemy were not there last Night. it is reported & beleived, that some of their light Horse were seven Miles above that place, on Monday. not one of the Enemy are on the west Side of the Delaware. It is beleived the main Body of general Howes Army is at Maidenhead, about six Miles [above] to the East of Trenton. General Lee with between 5 & 6000 Men was at Morriss Town last Sunday Evening. he will join General Washington, who is with his Army opposite Trenton. The Congress will not quit this City but in the last Extremity, to prevent false Reports, publish the above -

Inform Mr Purviance, that Mr Hancock will sett off this Day. -



Let it be known, that Arms [are] furnished to our Militia. let the want of them be no Excuse — Your [&c.]

Captain James Nicholson  
Baltimore Town Maryland.

Sam<sup>l</sup> Chase

1. Red Book, IV, Md. Arch.

# DIARY OF CHRISTOPHER MARSHALL <sup>1</sup>

[Philadelphia] Decr 11th 1776

. . . further accots of the rapid progress of Gen Howe. our Congress leaves this City for Baltiomore, the Militia going out fast for Trentown, Streets full of waggons going out with goods.

1. HSP.

## HENRY FISHER TO THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

To the Honorable the Committy of Safety of the City of Philadelphia.  
Gentlemen,

This day Davis Bevan & Benj. Canby, were both landed on our Beach by a Flag from the *Rhoabuck* Man of War, Capt. Hamon [Andrew Snape Hamond] Comander, with whose Officers I had a converence, who have related to me that there is now on board, Thirty-eight Prisoners, who they have brought here for Exchange, agreeable to sund'e Letters from our two Commanding opponents. These two above mentioned, are both on parole, one of which (Davis Bevan) I refer you for further Particulars, by whom you may be acquainted with the sufferings of many of our Brethern, who at this time labour under Distresses worthy of your immediate attention for their relief; Therefore I beg you may, as you will be acquainted by Mr. Bevan, represent the matter to Congress, that they may take the same into consideration for their Discharge. We are at this time on our guard, that no boats shall Land without a Flag, the consequence of which you may depend of being acquainted w'h immediately; the two Capes and to the Southward are Lin'd w'h Men of War, and I am of opinion will be till the weather will not allow them on our Coast. I am, Gentlemen, with offers of Service, [&c.]

Henry Fisher.

[Lewes] December 11th, 1776

N.B.—As the Council of Safety were now setting at Dover and I being at this time the only Commanding Officer here, refer all the above to your Notice. H.F.

*Directed.* To the Honble the Council of Safety of the City of Philadelphia.

1. *Pennsylvania Archives*, 1st series, V, 100–01.

## CAPTAIN ANDREW SNAPE HAMOND, R.N., TO HIS FLEET CAPTAINS <sup>1</sup>

By Andrew Snape Hamond Esquire

&ca &ca

In case of separation in chace (which is always to be avoided as much as possible, witht permission first obtained, or upon extraordinary occasions) the Ships



are to be made known on their return in sight of the Fleet by the following daily signals, in preference to the distinguishing Signal delivered, when it can be done with equal convenience and effect Vizt

Sunday	{ White Jack.....	Maintopmthead
	{ Pendant.....	Mizen Peek
Monday	{ White Jack.....	Mizentopmthead
	{ Pendant.....	Foretopmast-head
Tuesday	{ English Jack.....	Foretopmast-head
	{ Pendant.....	Mizen topmast-head
Wednesday	{ Red Ensign.....	Maintopmast-head
	{ Pendant.....	Foretopmast-head
Thursday	{ English Jack.....	Mizentopmast-head
	{ Pendant.....	Mizen Peek
Friday	{ Red Ensign.....	Foretopmast-head
	{ Pendant.....	Mizentopmthead
Saturday	{ English Jack.....	Maintopmasthead
	{ Pendant.....	Mizentopmthead

Given under my hand on board  
His Majesty's Ship the *Roebuck* at  
Sea the 11th Decemr 1776

To

The Respective Captains

of His Maj's Ships the *Pearl Perseus Camilla Falcon* –

A S Hamond

1. Hamond, Orders issued, 1776–1778, UVL.

#### JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Sirs

Baltimore Decmbr 11 – 1776

I Sent you a Parsell of Naills By Mr Speer [William Spear] and have Bought a Parsell of the Rum that Was On Bord the Skooner, a Bout £ 500 Worth and as Soon as any of the Vesells is to be Sold I Will Purchas the Skooner or the Brig Or Both,<sup>2</sup> I Would Purchasd the Snow But the Best Guges thought her to Old,<sup>3</sup> the Prise Ship that Come yesterday is a Verry fine One for the Old france Trade –<sup>4</sup> Capt [John] Martin Will Sail To Morow Without fail hands is So Scarce it is allmost imposable to Get them, I have Beef anuf Salted, I Sopose for Sum time – I am Picking up all the Pork I Can for the *Defence* Butter and Chees is Very high I think Capt Martin and hand[s] Will Expend in Wages and Repairs 200 Pounds Pleas Send Mee 1500 Or 2000 Pounds, Mon[c]y is Paid away Surprisingly But I Cant Doe With Les – from [&c.]

JeSse Hollingsworth

Mr Speer Mr Smith Mr [William] Turnbull or Capt Cook Will Bee Good hands to Send Mo[ney] By Send It Soon as I am Out –

1. Red Book, XIII, Md. Arch.

2. Schooner *Nancy* and brig *Brothers*.

3. Snow *Georgia*.

4. Ship *Lydia*, taken by the Maryland privateer schooner *Harlequin*, Captain James Handy.

*Maryland Journal*, WEDNESDAY, DECEMBER 11, 1776

Baltimore [December 11].

Yesterday arrived here the ship *Lydia*, lately commanded by Capt. [Thomas] Dean, bound from Jamaica to London, taken by the *Harlequin* privateer, belonging to this port. Her cargo consists of 168 hhds of sugar, 30 tierces of ditto, 230 hides, 7 barrels of turtle shell, 9 mahogany planks, 12 bags of cotton, 3 hhds. 1 tierce, and 25 bags of pimento, and several casks of indigo; estimated to be worth upwards of 20,000 l.<sup>1</sup>

Baltimore, Dec. 10, 1776.

By virtue of a decree of the hon. court of admiralty of this State, will be sold, at Public Vendue, for ready money, on Monday the 16th day of December instant, at 10 o'clock in the forenoon, at the house of Capt. Thomas Elliott, Fell's point, The sloop *Daniel*, with her materials, plantation built, about four years old, burthen fifty tons, well found and fitted. An inventory of her materials, &c. may be seen at the subscriber's - Same day will be sold some swivels, muskets, bayonets, &c &c - Also three casks of indigo and two barrels of coffee, the cargo on board said sloop.

David Stewart, Marshall.

N.B. To-morrow morning, at 10 o'clock in the forenoon, at Isaac Griest's wharf on Fell's point, will begin the sale of the mahogany and logwood, belonging to the snow *Georgia's* cargo.<sup>2</sup>

1. *Lydia* was libeled against on this date for trial on December 31, Admiralty Court Papers, 1775-1781, Box 1, Folder 3, Md. Arch.

2. Prizes of Captain George Cook in the Maryland state ship *Defence*.

#### JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY<sup>1</sup>

[Williamsburg] Wednesday December 11th 1776

On a Recommendation from the Navy Board It is Ordered that a Commission issue to John Crew Gentleman appointing him first Lieutenant on board the Sloop *Defiance* Captain [William] Green

Ordered that the Navy Board be requested to Charter the Brig purchased of Captain Thomas to Mr Germain for a Voyage to the Island of Saint Domingo and that the Termes of the said Charter be as low as the Interest of the Commonwealth can possibly admit of

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 275, 276.

#### JOURNAL OF THE NORTH CAROLINA PROVINCIAL CONGRESS<sup>1</sup>

Halifax, Wednesday, December 11th, 1776

Resolved that Joseph Leech, David Barron & Richard Ellis, be Commissioners to Load and Send out the *Pensylvania Farmer* reducing (until her return from said Voyage) the Number of Carriage Guns of said Vessel to eight, and the Number of Men to Forty, for the purpose of Purchasing Salt, Arms & Amunition, and also for importing Ten pieces of Cannon from Eighteen to Thirty two pounders, for the use and defence of this State.

1. Secretary of State Papers, Provincial Conventions and Congresses, 1774-1776, October-December, 1776, NCDAH.

JOURNAL OF THE MASSACHUSETTS BRIG *Tyrannicide*, CAPTAIN JOHN FISK <sup>1</sup>

Remarks on Wednesday 11 Decemr 1776

- 1 [A. M.] Pleasant weather  
 8 [A. M.] Squally & rain this day my people came to me & demanded to go home told me that there time was almost out. I answerd we had not Provision to go home then  
 12 [M.] Ends pleasant weather  
     Lattd in 16<sup>d</sup>40<sup>m</sup>      Longd in 48<sup>d</sup>10<sup>m</sup>  
 1 [P. M.] Added one quarter pound Beef to the peoples allowance they complain'd they could not live on their allowance  
 9 [P. M.] Fresh breeze and fair weather  
 1. John Fisk Journal, AAS.

## 12 Dec.

MASTER'S LOG OF H. M. S. *Milford* <sup>1</sup>

- Decr 1776      Cape N[e]gro No. 55d W    Dist 41 Leags  
 Wednes 11th    At 7 AM Saw a Sail in the No W. Quarter made Sail & gave Chase Do Tack't Ship out Reef Tp Sail At 8 Do up Tp Gallt Yards & Set Tp. Gallt Sails at Noon Still in Chase Fresh Breezes & Clear Wr Middle little wind & Clear latter fresh Breezes & hazey Still in Chase hoisted a french Jack at the Mizn Tp Mat head as the *Alfreds* Signal.<sup>2</sup>  
 Thursday 12th At 2 AM brot too the Main Tp Sail to the Mast the Chase to Windward bearing down to us up Hammocks & Barracaded the Ship for Action Do She proved to be his Majestys Ship *Unicorn* at 3 made Sail to the westwd in Compy with the above Ship . . . At 7 Do parted Compy with the above Ship she being bound to Halifax

1. PRO, Admiralty 52/1865.

2. The Continental ship *Alfred's* signals apparently became known when the *Milford* recaptured the *John*, a prize of the *Alfred*.INVOICE OF THE CARGO OF *Betsey Frigate* <sup>1</sup>

Invoice of Cargo Ship'd by John Langdon on board the *Betsy Frigate*, Thomas Palmer Master, bound for Bordeaux, and goes consigned to Mr Thomas Morris (now Residing in France,) or in his absence to Messrs Samuel & J. H. Delap Merchants there on Accot and Risque of the United States of America for Sale & Returns —

Vizt

90 peices Mahogany		
No 1 @90 qty 24,573 feet @ 3d		307. .3. .3
20 White pine Masts (vizt)		160. .6. .—
4 Bowsprits (vizt) <sup>2</sup>		36. .5. .—
17,057 feet (as 2 Inch) White Oak		
Plank	150/	127, 18. .6½
846 feet ditto Yellow & bl'k		
ditto	120/	5. .1. .6

638 feet white Oak Boards	60/	1.18..3½	
7,298 feet 2 Ins white pine Plank	84/	30.13..0½	
24,111 feet ditto Boards & Pl'k in } Board measure	36/	43..8	
			208.19..4½
Amot Carrd Over			£712.13..7½
Amot of Invoice Brought Over			£712.13..7½
1,500 & 17 Cast White Oak Hh'd			
Staves @	80/	6..3..5	
8,300 & 23 Ditto Do } includg Charges }	100/	41.15..9	
5,000 Ditto barrel Do	50/	12.10..-	
11,100 Ditto Carolina Ditto	54/	29.19..5	
12,500 & 19 Red Oak Hh'd Do	40/	25..1.11	
11 Spruce Spars qt 117 Inches	3/	17.11..-	
4 barrels Pot Ash (vizt) <sup>3</sup>	£33	17.19..9	
			863.14.10½
Charges Vizt			
paid Transporting Masts & Bowsprits			
fm Berwk	5/	6..-.-	
paid Ditto O'k Plank, pine Do & Boards		17..1..6	
paid Surveying Ditto		2.17..6	
paid Transporting Wt & Red O'k Staves		6..-.-	
paid Surveying Ditto		3..3..-	
paid Moses Noble & others for Hewing Masts } as P bill		41..4..3	
paid Stevadore & Labourers Loading &c		54.10..3	
paid for 35¼ days Gondola hire	3/	5..5..9	
paid for 13 days Ditto	4/	2.12..-	
36 Galls Rum expended 8/ 36 lb. Sugar 7d		15..9..-	
paid George Libbey inspecting Loading &c		18.18..-	
paid Capt Palmer for Horse hire & Expens } purchasing Lumber		3.18..-	
			176.19..3
			1040.14..1½
Commission on £1040. 14..1½ @ 5 P Cent			52..0..8½
			£1092.14.10

Portsmouth New Hamp December 12th 1776  
Errors Excepted John Langdon

1. John Langdon Papers, Bills & Invoices, 1773-1785, NHHS.
2. Mast and bowsprit lengths are itemized.
3. The weight of each barrel is itemized.

PETITION OF ALBERT SALLERON TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

State of Massachusetts Bay

To the Honbl the Council and House of Representatives, of the State aforesaid,

The Petition of Albert Salleron, an Inhabitant of the Island of Martinico, Humbly Sheweth, that in September Last he Arrived here with Sundry, usefull Articles, for Sale, Viz: 2700 lb Gun Powder, Some fire Arms, & Dry Goods which he has Disposed of, and with the Neat proceeds, thereof has purchased, a Brigantine Called the *three adventurers* and a Cargo of Lumber, with which he was about Sailing for Martinico, Intirely On Account and Risque of himself and his two Friends, there, Viz Messrs. Dismass & Begon, When the Embargo, took place, Your Petitioner therefore, Prays, for your Honrs. Licence to Depart this Port, with his said Vessel and Cargo, for the said Island of Martinico, the Embargo Notwithstanding, As the Detention of his Vessel here, for any Considerable Length of time, must be greatly to the Damage of himself and the Other Owners, – And As in Duty Bound Shall Ever Pray,

Albert Salleron

Newburyport Decemr 12th 1776

[Endorsed] In Council Dec. 17, 1776 Read & Ordered that the Prayer of the Petition be granted and that the Petitioner have and he hereby has Liberty to proceed to Martinico with his Said Vessel and Cargo the Embargo Notwithstanding –

John Avery Dpy Secy

1. Mass. Arch., vol. 166, 90.

DIARY OF BENJAMIN MARSTON <sup>1</sup>

[Plymouth] Thursday Decr 12 – Thanks-giving to Day – I went to Rocky Nook & dined with my Brother John Watson Cap. Archdeacon wth me – I have promised Capt Atkins That if he can get fairly & honorably discharged from the employ he is now engag'd in, & will wait to see if I can recover the *Earl Percy* That I will keep him in pay so long as two months – if it should be necessary to wait so long at five pounds Ster: p mo & will likewise allow him ½ the Commissions wch I shall at any time hereafter recieve upon Messrs Ervin & Prince's parts of the Cargo wch is 2/3. – if he will again go with me –

Privateers out of Plymouth

a Schooner	Cap Hatch	} private <sup>2</sup>
a Sloop	Cap Nicholson	
a Brigg	Cap Clouston	belongs to the State
a Brigg	Cap Sampson	belongs to the State

1. Marston Diary, UNBL.

2. The Massachusetts privateer schooner *Hope*, Captain Walter Hatch, and sloop *America*, Captain Thomas Nicholson.

CAPTAIN JOHN MACARTNEY, R. N., TO COMMODORE SIR PETER PARKER <sup>1</sup>

Copy.

*Ambuscade* in Rhode Island Harbour

Sir

12th December 1776.

Captain Feilding [Charles Fielding] onboard His Majesty's Frigate the



*Diamond*, with His Majesty's Frigate the *Ambuscade* under my Command, being at Anchor in Martha's Vineyard Sound, lying there to intercept the Rebel Privateers from getting out from Rhode Island; On Saturday 7th Instant Captain Feilding, the Senior Officer, sent his Barge onshore to Nashawn Island with a Flag of Truce, intending to purchase fresh Stock for his people; but to our very great Surprise about 10 or 12 of the Rebels, against the Laws of God and Man, fired at the Boat, and shot the Gunner through the Head, but did not kill him. Captain Feilding very justly enraged at this, ordered me to send all the Boats manned and armed, with the whole party of Marines, which was immediately complied with, under the Command of Lieut Patrick Sinclair, 2d Lieutenant of the Ship, Lieutenants Anderson and Gregg of the Marines, who all repaired onboard the *Diamond* which weighed and stood close in-Shore; and after firing some of her great Guns to scour the Beach, sent her own and *Ambuscade's* Men onshore to the Number of between 130 and 140; who after making their Landing good amidst a very galling, straggling Firing from behind Rocks, Walls &c drove all the Rebels, now grown pretty numerous, from off the Island into some small Vessels on the other Side with the loss of 4 or 5 of their Men killed. Their villainous Conduct in firing at a Flag of Truce entitled them now to all the Horrors of Rebellion, which was immediately put into Execution, by setting Fire to every thing that would burn; so that neither House, Barn, Hay nor Indian Corn that could be met with escaped the Flames, nor did the live-Stock share a better Fate: for what could not be carried off was shot. All this was done in a few Hours, with only the Loss of one Marine killed belonging to the *Diamond* and two Marines slightly wounded belonging to the *Ambuscade*. Our Success, Sir, will shew the Conduct and Courage of the Officers and Men upon such occasions; and I flatter myself that this Affair, Sir, will meet with your Approbation, which will always give great pleasure to, Sir [&c.]

John Macartney.

NB. I parted from the *Diamond*, Captain Feilding on Monday the 9th Instant in a very hard Gale of Wind from the NW off Gay Head; She not being able to weather it, stood towards the Sea under her Courses

Commodore Sir Peter Parker Commander in Chief  
of His Majestys Ships &c at Rhode Island.

[Endorsed] No 5 in Lord Howe's Lre of the 18 Decr 1776.

1. PRO, Admiralty 1/487.

COMMODORE SIR PETER PARKER TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

Copy  
My Lord

Chatham, Rhode Island Harbour,

12th December 1776

I have great pleasure in acquainting your Lordship, that I am now in this port with all the Transports &c, and such Ships of the Squadron as I chose to bring in with me. I have, at the Instance of General Clinton, (who thinks the Success We have had of so great Importance, that it ought to be communicated as soon as possible to Administration, and in which Sentiments I concur) sent the *Mercury* to England with General Clinton's Dispatches and mine. I have the

Honor to transmit to your Lordship, a Copy of my Letter to the Secretary of the Admiralty, a List of the Rebel Privateers at Providence, the State and Condition of this Squadron, and where each Ship is stationed; And also an Account of the Brig taken by the *Experiment*. The 2d Instant I fell in with the *Carysfort* off Block Island, and the 4th gave Orders to Captain Fanshawe [Robert Fanshaw] to cruise for one Month off Fisher's Island, for the purpose of blocking up New London, and protecting the Transports &ca, and then to govern himself by Orders which he has received from your Lordship. The 3d Instant at three o'Clock in the Morning, Block Island NW four Leagues, the *Cerberus* spoke with the *Diamond* and *Ambuscade*. The latter came in here Yesterday Evening, and informs me, that two Days ago the *Diamond* was forced to Sea by a NW wind, not being able to weather Gay-Head; The enclosed Letter from Captain Macartney will give your Lordship an Account of a Skirmish at Nashown Island between the *Diamond's* and *Ambuscade's* people and the Inhabitants. The 6th at nine in the Morning a Cartel-Sloop named the *Diamond* came into the Fleet. An Adjutant [Benjamin] Stelle brought a Letter from Mr Nicholas Cooke to Captain Furneaux, which, with the List of Prisoners, that he says sailed from Rhode Island in her; a Letter from Adjutant Stelle to me, and a Copy of One from Captain Furneaux to Mr Cooke, I now transmit to your Lordship. The Adjutant only delivered six Men; the rest, he says, landed on Long-Island, to avoid being pressed by the King's Ships. The Sloop had been out above three Weeks, and I am credibly informed that Mr Stelles gave Intelligence of us, two or three different times; I shall therefore detain him for his unwarrantable Behavior, 'till I hear from your Lordship.

In coming down the Sound, the *Asia* struck twice on a Rock off Fisher's Island, and makes twelve Inches Water an Hour. I have a Letter of Yesterday's Date from Captain Macartney, desiring a Court Martial on his Boatswain for Drunkenness and Neglect of Duty; which I shall order to be held as soon as possible. I have the Honor to be, My Lord [&c.]

P. Parker.

P.S. The *Mercurys* sailed this Morning.

[Endorsed] No 4 In Lord Howe's Letter of the 18 Decr 1776

1. PRO, Admiralty 1/487.

CAPTAIN SETH HARDING TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Sir

New London Dec 12th 1776

This Serves to Inform your Honr Mr Bartum [Samuel Bartram] <sup>2</sup> Is a good Deale unwell and in my opinion Not Capable to go on this Cruse for which I am Verry Sorey for his Illness at the Same Time think he ought to be kept under pay for the good Services he has Dun in time past Mr Bartum is a man of Curig and I Dare say wood be willing to proceed on a Cruse was it adviseable – I am Sir [&c.]

Seth Harding

1. Conn. Arch., 1st Series, IX, 85, ConnSL.

2. First Lieutenant of the Connecticut state brig *Defence*.

MICHAEL MELALLY'S BILL AGAINST THE STATE OF CONNECTICUT <sup>1</sup>

State of Connecticut	To Michl. Melally	Dr
[1776]		
Desember 12th		
For the Support of Sundry Officers belonging on Board Ship <i>Oliver Cromwell</i>		
Viz –		
Bela Elderkin	for Victualling & Lodging 13 Weeks a 18/	£11. 14. .0
Sylvanus Pinkham	for do & do 18 Weeks	16. .4. .–
John Bailey	for do 18 do.	16. .4. .–
Doctr [A.] Waldo	do do 8 do	7. .4. .–
Christopher Prince	do do 14	12. 12. .–
Robert Newson	do do 8	7. .4. .–
Eleazer Welch	do do 2 sick	1. 16. .–
Jonathan Jennings	do do 2 Lame	1. 16. .–
Pall Long	do do 4	3. 12. .–
John Smith	do do 1	18. .–
Harry Kennedy	do do 2 do sick	1. 16. .–
Docter [Thomas] Gray	do do 10 do	9. .–. .–
20 Meals eat by Sundry seamen wn graving Ship a /10d		16. .8
Michl. Melally	15 Weeks	13. 10. .–
1 Sheet to make Bandages & Plaisters for	}	12. .–
Wm Garrick—the Man Wounded –		
To Cash pd Jams Avery's Bill for 9 Cord Warnut [sic] Wood for	}	7. 13. .–
Ship <i>O: Cromwell</i>		
		£112. 11. .8

Errors Excepted P Michael Melally

[Endorsed] The Above bill Examined &amp; allowd

John Deshon	}	Comitte
Ebenezr Ledyard		
Jos: Hurlbut		

NB Error in Carrying the [illegible] ad Bord Not Considering this  
Common Colony Expence

1. Conn. Arch., 1st Series, IX, 148, ConnSL.

MAJOR GENERAL PHILIP SCHUYLER TO COLONEL ANTHONY WAYNE <sup>1</sup>

[Extract]

Saratoga December 12th 1776

You will please to make me a Return of what Naval officers and Sailors are at Tyonderoga, and let the commanding Officer repair to me at Albany, where I will give him Instructions for inlisting Men for the Naval Service.

1. Schuyler Papers, vol. 2, Letters &amp; Orders, 18 April, 1776–29 June, 1777, NYPL. Continuation of December 10 letter.

SAMUEL TUDER TO THE NEW YORK CONVENTION <sup>1</sup>

Gentlemen –

Poughkeepsie, December 12th, 1776.

Your resolve of 5th instant, also yours of yesterday by Mr. Degrushe, we have this moment received and note the contents. We shall use our best endeavours to get the cannon and other necessary stores. As to the cables and anchors ordered to General [George] Clinton, we would acquaint you that in a few hours after we received your orders, we put on board a sloop four anchors and two cables, which was all we had on board the ships that would answer, and the reason they are not down is, that Mr. [Gilbert] Livingston thought it best for the sloop to go down with a raft of timber for the docks which were then ready, by which we imagine the sloop must be detained. We should have sent the other two cables, which we must have taken from the privateer sloops, but could not then be spared, as they were going up to Esopus with the ships, and it would not do to leave them at single anchor. As soon as our sloop returns (which is all the boat we have,) we shall send the other cables down. The ship *Congress* got into Esopus creek yesterday, and we have reason to think the ship *General* [sic] *Montgomery* has got in this day, as the tide has been much higher to-day than it has been for some time past. I am, gentlemen [&c.]

Sam'l. Tudor.

To the Honourable Pierre Van Cortlandt,  
President of the Convention of the State of New-York.

1. *New York Provincial Congress*, II, 332.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 15.

*Eagle* Off New York

Sir,

December the 12th 1776.

In my Letter by the *Tamer*, which sailed the 4th Instant, I informed their Lordships of the Armament then preparing for Rhode Island.

The Troops being all embarked and the larger Ships with the Commodore Sir Peter Parker moved to Sandy Hook the 29th past, preparation was made for the passage of the Transports through Hell-Gate, to join the Frigates appointed for their Convoy in the Sound. That very difficult Undertaking was committed to the Management of Captain Duncan of the *Eagle*, assisted by Captain [John] Bourmaster and the other Agents of the Transports. Forty Sail were by the unremitting Diligence of those Officers got through without Accident the 30th past. But the Wind proving less favorable the two following Days, the remainder of the Embarkation, consisting of Twenty-one Sail, was delayed until the 3d Instant; When these also passed through without any material Obstruction. They all proceeded to the Eastward with the Frigates under the Direction of Commodore Hotham in the *Brune*, next day: the Two-decked Ships with Sir Peter Parker having sailed from Sandy Hook the first of the Month.

The Progress of the Army in the Jerseys leaving the Frigates more at liberty to be employed on Cruising Service, the *Roebuck*, *Perseus*, *Camilla* and *Falcon* put to Sea the 8th Instant, and have been ordered to remain off the Entrance of the Delaware until there is reason to believe the Communication by that River to the



Town of Philadelphia, has been by the State of the Weather entirely prevented. The *Perseus* and *Camilla* are thereupon to be left together on the Coasts of the Southern Colonies for such longer time as their Water will last with due Sufficiency for their Passage to the Island of Antigua; Whither the *Roebuck* and *Falcon* are more immediately to repair for being cleaned and refitted in Succession, agreeably to the purport of a Letter Captain Hamond is charged with for the Commander in Chief at the Leeward Islands, a Copy of which is herewith enclosed. It is meant that such further Service should be afterwards rendered there by the said Ships, jointly or severally as with the Approbation, or by the Appointment of the said Commander in Chief is thought fit: But so as they may be complete in their Water, and in all other respects, to return together off the Delaware by the time there is reason to believe the Navigation thereof may be again open in the Spring. And, upon their Arrival, Notice is to be given to me as soon as the Navigation of the River is found to be practicable.

The *Pearl*, appointed to proceed with those Ships, would have sailed at the same time; But her Departure was postponed for replacing her Mizen-Mast and Main-Yard, rendered unserviceable by Damage sustained from the Fire of the Enemy, when passing their Works up the North River, to protect two Victualling Transports with Provisions sent for the immediate Supply of the Army then at Dobb's Ferry. The Resolution Captain Wilkinson testified in the Conduct of that Service, where his whole Attention was necessarily directed to draw the Enemy's Fire from the Victuallers upon his own Ship, merits particular Notice. And the Steadiness of the Petty Officers, Mr Ley and the Honorable Mr Cranstown, placed in the two Victuallers, was highly commendable. They have been appointed on that Occasion to the Vacancies for Lieutenants in the *Magdalen* and *Lizard*, which their Lordships were pleased to leave to my Nomination.

The *Repulse*, *Nautilus* and *Galatea*, under the Orders of Captain Davis, have been detached to cruise from the Island of Bermuda Westward towards the American Coast: The two former to remain on that Station so long as their Provisions and Water will last with due Sufficiency for their Passage to Jamaica, to careen and refit: And afterwards to return up along the Coast of the Southern Provinces, in time to join me as early after the middle of next March as may be, at this Port. The *Galatea*, under the same Circumstances of being no longer able to keep the Bermuda Station, is to return here directly for further Orders. But if during the time of Captain Davis's continuance on this Station, he should meet with a considerable Number of the West-India-Trade on their passage to Europe wanting Convoy for their Security and needing his Assistance; He is not, in such case, to deem himself restrained from rendering every such necessary Assistance, in the Extent even of proceeding with them to Europe.

The *Phoenix* and *Tartar* would also have been sent immediately off the Capes of Virginia; But upon their return from the North River they are found to require new Mizen-Masts (the former being disabled by the Enemy's Fire) with other Repairs that will necessarily detain them some Days longer.

On the 3d Instant Lieutenant Berkeley of the *Isis* arrived in an Armed Transport with Letters from Captain Douglas. The chief purport of them is to inform



me of his Intention to proceed immediately for England; And that he had, at the Requisition of General Sir Guy Carleton, ordered the *Blonde*, *Triton* and *Garland* to remain in the St Lawrence for the Winter. I am apprehensive the Inexpediency of that Resolution will appear, when the Frigates are again wanted for Service.

By the same Conveyance (the Armed Ship having stopped at Halifax) I am informed by Sir George Collier that he had stationed the *Juno*, *Milford*, *Lizard* and *Hope* from Cape Cod Eastward towards Cape Sable: That the *Amazon* was arrived from the St Lawrence; and the *Hunter* and *Vulture* Sloops with the Transports under their Convoy, except the *Euphrates*, one of the Victuallers, which was run ashore a few Leagues Eastward of Halifax, under circumstances of Weather so favorable as to give Cause to suspect great Misconduct in the Master. Most of the Cargoe has been saved, but the Transport is irrecoverably lost. Sir George further informs me that the 9th of last Month the *Union* Transport with Cloathing and a considerable Sum of Money for the Army in Canada, arrived at Halifax; The advanced Season of the Year not admitting of an Attempt being then made to prosecute her Voyage. But I have given Directions for taking the earliest Opportunity to send that Transport forward under proper Convoy in the Spring.

The Commissioner Arbuthnot acquaints me with the Arrival of the *Success-Increase* Naval Transport, which he intends ordering to this Port: tho' he apprehends the Stores will prove to have been much damaged.

Both these Officers mention a Descent made near Fort Cumberland by an inconsiderable Force of the Rebels from the Western Side of the Bay of Fundy. They concur in Opinion, that there is little reason to apprehend any Success to that ill-concerted Measure: Timely precautions having been taken and the whole Force of the Rebels supposed not to exceed three hundred Men.

I sent the *Lark* as soon as her Damages were repaired, to be employed by Sir George Collier upon the New-England Coasts; For replacing the *Liverpool* or *Milford*, that one of these two Ships may be immediately sent to clean in England. I have by the same Opportunity desired the Commissioner will order the *Elephant* Store-Ship, if she should be arrived, to be sent also for the Service of the Ships assembled at this Port; that from this Store-Ship and the *Success-Increase*, the Frigates meant to be careened this Winter in the West Indies, may then be furnished with sufficient Supplies of Stores, and the Magazines there not be unnecessarily exhausted.

The *Andeligonda Louisa*, the last of the Foreign Transports, sailed with the *Lark*: The Repairs wanting for that Transport not having been completed in time to send her with the others which proceeded to Europe under Convoy of the *Active* and *Fowey*. The *Lark* having seen the Transport to the Eastward of the Nantucket Shoals, She is to be left to prosecute her Voyage according to the Instructions the Superintendent has received. I am Sir [&c.]

Howe

[Endorsed] 12 Decr 1776. off New York Lord Visct Howe R 23 Feby at 11 PM (1 Inclosure)

1. PRO, Admiralty 1/487.

December 1776 Sandy Hook N23.40Wt 62 Leagues  
Thursday 12th Modt & fair Wear At 1 PM Saw a Sail to the SW gave  
Chace at ½ pt 6 PM fired a Shot and brot too the Chace,  
found her to be the Sloop *Neptune* from Surinam, Bound to  
Rhode Island, loaded with Mellasses Sugar, Cocoa & Dry  
Goods out 30 days<sup>2</sup>

- JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

*Resolved*, That General Putnam be authorized to employ all the private armed vessels in this harbour, for the defence and security of the city. And that he take the most effectual measures for manning them, and putting them in fit condition for the above purpose.

General Putnam and Brigadier General Mifflin being called to a conference, and having, by strong arguments, urged the necessity of the Congress retiring, it was, therefore,

*Resolved*, That Mr. Wilson be desired to inform the assembly and council of safety of Pennsylvania of the proposed adjournment of Congress, and the place to which they have resolved to adjourn; and to inform them, that Congress will, at all times, on their application, be ready to comply with their requisitions for the security of this city and state against the common enemy.

Whereas the movements of the enemy have now rendered the neighbourhood of this city the seat of war, which will prevent that quiet and uninterrupted attention to the public business, which should ever prevail in the great continental council:

*Resolved*, That this Congress be, for the present, adjourned to the town of Baltimore, in the state of Maryland, to meet on the 20th instant, unless a sufficient number to make a Congress shall be there sooner assembled; and that, until the Congress shall otherwise order, General Washington be possessed of full power to order and direct all things relative to the department, and to the operations of war. That the several matters to this day referred, be postponed to the day to which Congress is adjourned.

1. Ford, ed., *JCC*, VI, 1024–27.

2. See Volumes 2, 3 and 4.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] December 12th, 1776.

A Commission was granted to Thomas Philips, first Lieutenant of the armed Boat *Delaware*, dated this day.

1. *Pennsylvania Colonial Records*, XI, 47.

#### MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON <sup>1</sup>

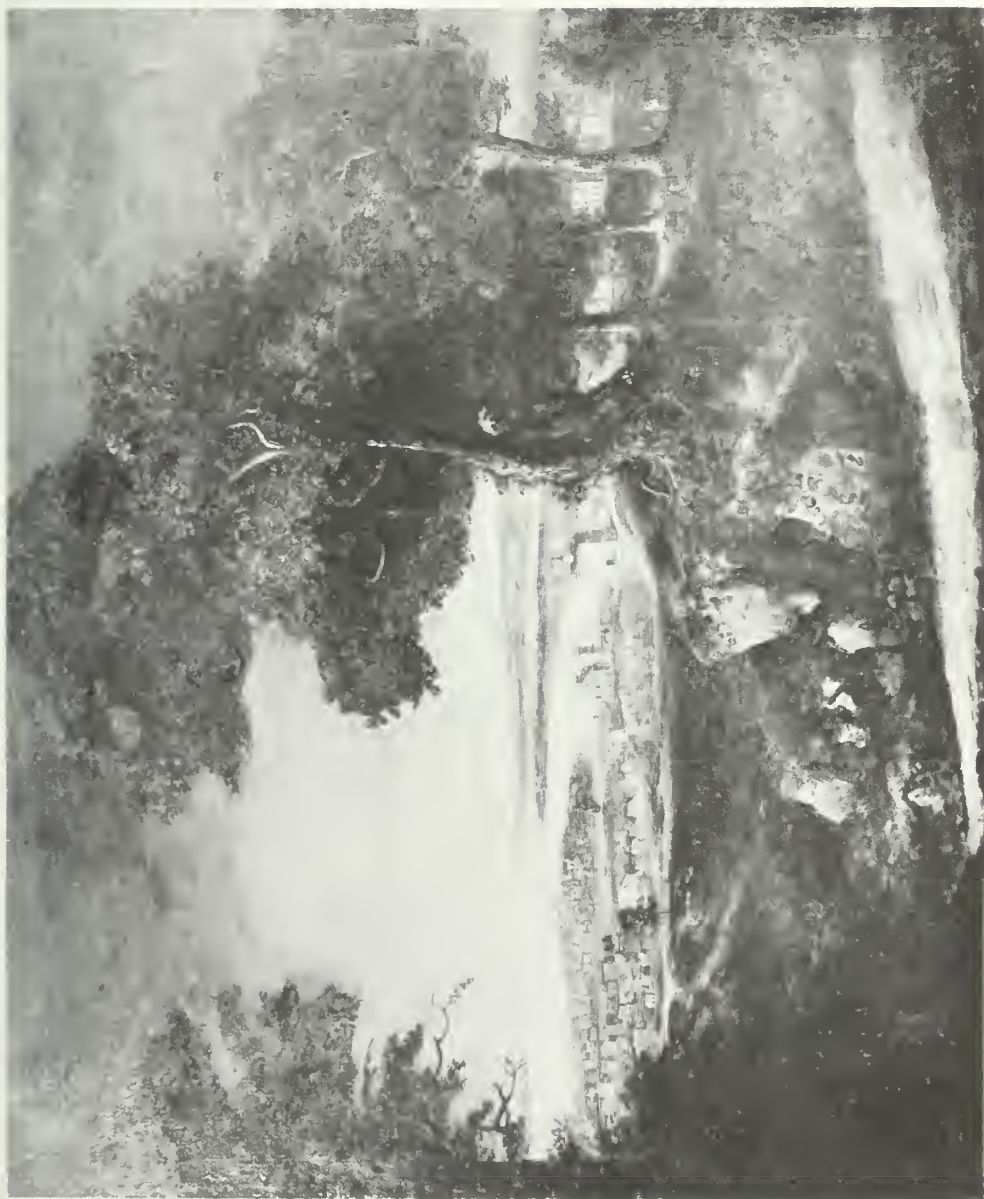
[Extract]

Philadelphia 12 Decemr 1776

The Continental Frigate,<sup>2</sup> commanded by Captain Biddle order'd by Congress on a Cruise, since the arrival of the *Roebuck* and two other Ships in our Bay, is countermanded, & with four or five Privateers ordered to be stationed in the River.

1. Washington Papers, LC.

2. *Randolph*.



*View of Baltimore*



STATE OF THE BRITISH NAVAL FORCE ON LAKE ERIE.<sup>1</sup>

[Extract]

Intelligence from Detroit receiv'd at Pittsburgh 12th. Decemr 1776

State of Navil Force October 18th 1776 –

Schooner <i>General Gage</i> , mounts 16 Carriage Guns & 6 swivels, 20 Men, draws 14 feet water.
Bright. <i>Earl Dummore</i> , 14 do. & 6 do. 20 do. 12 feet
Schooner <i>Hope</i> , 10 do. & do. 20 do. 14 feet

The above belong to the Crown.

Schooner *Faith* 6 Swivels, employ'd in the Garrison service to carry Wood.

Sloop 4 Carriage Guns, & 6 swivels, 10 Men, flat bottom built,	}	for the Trade to Michilimackinac
Two Schooners employ'd to carry Provisions &c from Detroit to Michilimackinac		

burthen about 120 barrels each, not arm'd

Sloop *Felicity*, Merchant Vessel, belonging to McTavish & Benderman.

Officers at Detroit vizt.

Lieutenant Governor Henry Hamilton –

Captain Robert Lerenault, Commandant of the Fort.

Lieutenants

Ensigns &amp; Sixty Men,

Capt. Lord with his detachment of the Royal Irish went to Canada by way of Niagara about the middle of September.

The Garrison constantly alarm'd with Indian News of great Armies coming from the United States to attack Detroit – Indian Runners well paid for bringing the Intelligence. – The French Inhabitants of the Town having refus'd to turn out upon an alarm, one of the arm'd Vessels was order'd into the stream to cannonade their Houses – many of them taken Prisoners & forc'd on board the arm'd Vessels – some of them in attempting to make their escape were fir'd on by the Garrison, two only were taken, the rest made their escape to a French settlement on the Wabash. . . .<sup>2</sup>

1. Michigan Papers, CL.

2. Remainder of this intelligence report concerns state of the garrison at Detroit.



BALTIMORE COMMITTEE TO THE ANNAPOLIS COMMITTEE <sup>1</sup>

Gentlemen

In Committee Baltre 12th Decr 1776

By a Letter recd by the Post from Mr S[amuel] Chase we are directed immediately to send up to the Head of Elk & Charles Town all the Craft that can be got in order to assist in bringing down the public Stores, the Sick &c which are to be removed from Philada & are requested to transmit you the Same Requisition wh doubt not you will readily comply with, We are with much Respect Gentln [&c.]

p Order

Ja<sup>s</sup> Calhoun Ch[air]m[an]

1. Red Book, XIII, Md. Arch.

"MANIFEST OF THE CARGO SHIPP'D ON BOARD THE SCHOONER *Adventure*  
THOMAS ROBINSON MASTER DECEMR 1776" <sup>1</sup>

N	299 Barrels Superfine Flour – Shipp'd by John Page
HP.	40
HR	175.
HL.	18
RG.	14

Ditto Shipp'd by Anthony Banning

476 Total

2900 Barrel Staves – Shipp'd by Ditto

Decr 12th 1776 Then came Thomas Robinson, Master of the Schooner *Adventure* before me & made oath on the holy Evangels that the above is a true Manifest of the Cargo on Board the Schooner *Adventure*, and that he will use his best endeavours to prevent such Cargo, and every part thereof from being landed in any port of the Dominions of the King of Great Britain, or otherwise going into the Hands of the Enemies of America. – at the same Time came Anthony Banning Part owner of said Cargo, before me & made oath that the said Cargo, and no part thereof belongs to, or is for the use of or Benefit of any Inhabitant of Great Britain, Ireland, or any of the Dominions Subject to the King of Great Britain.

J Hall <sup>2</sup>

1. Scharf Collection, MdHS.

2. Maryland Council of Safety granted permission this date for the *Adventure* to clear for St. Eustatius, Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

PRIVATEER COMMISSIONS GRANTED BY GOVERNOR JOHN RUTLEDGE  
OF SOUTH CAROLINA <sup>1</sup>

[Extract]

Commission granted to Charles Morgan of the Brig *Active* November 12th 1776 –  
Commission granted to Jacob Johnston of the Briga *Chance* November 23d 1776 –  
Commission granted to Thomas Cheney of the sloop *Peggy* November 23d 1776 –  
Commission granted to Andrew Groundwater of the Sloop *Swift* Novr 22d 1776 –  
Commn granted to John Hatter Novr 26, 1776.  
Commn granted to James McKenzie Novr 26, 1776  
Commn granted to Willm Galvan Ship *Liberty* Novr 29, 1776  
Commn granted to Jacob Milligan sloop *Rutledge* Decr 3d 1776 –  
Commn granted to Paul Preston Brig *Polly* Decr 12 –

Commn granted to Stone *Hibernia* Decr 12 –  
Commn granted to Samuel Stone schooner *General* [no date]

1. Miscellaneous Records of the Secretary of State (A), 1776–1801, 18, SCD4H.

PROTEST OF GEORGE EVANS, MASTER OF THE BRITISH BRIGANTINE *Necessity*<sup>1</sup>

Bermuda als | By His Excellency George James Bruere Esqr Governor,  
Somer Islands | Commander in Chief and Vice Admiral of these Islands  
L:S:P: To all to whom this Present Writing or Instrument of Protest shall  
come or may Concern Greeting –

Know Ye that this Twelfth day of December in the Year of Our Lord one Thousand seven hundred & Seventy Six, before me Personally appeared George Evans Master of a Certain Brigantine called the *Necessity* who Solemnly made Oath on the Holy Evangelists of Almighty God, that on the Eighth day of September last past he Sailed from Bermuda bound for Liverpool in Nova Scotia, & that on the Ninteenth of the same Month September, being then in the Latitude 43° . 30' No Longitude 63° . 30' Wt a Vessel appeared in Sight which chased him and in a Short Time came up with, and brought him too, she proved to be an Armed Brigantine called the *Hancock*, Wogens [*sic* Wingate] Newman Commander, belonging to Philadelphia, that upon Examining her Papers and finding he was bound to Liverpool aforesaid they took his Vessel into their Possession, and sent his People on board the said Armed Vessel, & put a Prize Master and five others of their People on board the said Brig *Necessity*, with orders to proceed to the Port of Newbury in New England, at which Place they arrived in safety, and after lying some time four of the Owners of the aforesaid Armed Brigantine came and delivered up His Vessel & Cargo to him, upon it Appearing to them to be the Property of Bermuda, and upon the Condition that the Cargo should not be carried out of the Province, he therefore was Obligated to dispose of his Cargo, and to take their Paper Currency and some Lumber in Payment for the same –

And in like Manner also appeared Percival Trott Mate of and belonging to the said Brigantine *Necessity* who likewise Solemnly declared that, all what the abovenamed George Evans hath before deposed is true – Wherefore the sd George Evans for himself his Mariners, Owners Freighters & all others whom it doth or may Concern does hereby Protest against the Matters aforesaid, and all Damages Occasioned or Sustained thereby, as also against all Costs delays disappointments, Expences and other Matters and things which can or may lawfully be Protested against in the large and Ample Manner as the same can or may be done by Law or Form, and Persevering in the said Protest, the said Appearers have hereunto set their Hands the Day and Year first above written –

George Evans      Percev<sup>l</sup> Trott

This Done and Protested before me the Governor and Admiral aforesaid. In Testimony whereof I have hereunder set my hand and Caused the Great Seal of these Islands to be Affixed the day and year aforesaid —      George Jas Bruere

By his Excellency's

Command

Jn<sup>o</sup> Randle D: Secy

1. Book of Bonds, Deeds and Grants, No. 14, 397, 398, Bda. Arch.

13 Dec.

JOHN LANGDON TO JOHN HANCOCK <sup>1</sup>

Sr

Portsmo Decem. 13th 1776

The Order from the Honbl Marine Committee of the 13th Ult is Just come to hand, haveing been abt one month on it's Passage, this, with other letters of importance were picked up in a Tavern at Newbury port by a Gentleman who bro't them to me; by which the Honl Committee will see that the Channel of Inteligence is much Interrupted –

Inclosed is list of prizes bro't into this port with their Cargoes,<sup>2</sup> I shall take care to forward a list of any that may be bro't in, agreeable to Order. – I've also Inclosed the Sales of the *Royal Exchange* and Cargo; with her Acct Current by which you'll see that two thirds of the Nt Proceeds, is Carried to the Cr of the Honbl Marine Committee, the other third to the Captors Agent. I wrote Comadore Hopkins immediately on the Sail that the Money was ready for the Captors as soon as he or Capt [Abraham] Whipple would furnish list of Officers and Seamen, Concern'd in taking this is the only prize that has Come into my hands as yet. I expect to Receive money of Mr Wentworth, in few days, of which shall Inform the Committee – the ship *Royal Exchange* I purchased for Acct of the Continent, as she went very low as p Sales I shall Strip her and Appropriate her Rigg and Sales to Capt [John] Roche's ship, as nothing of that Sort is to be Purchased. — I am with great Respect [&c.]

John Langdon

P.S. We hope to Raise Capt Roche's Ship week after next if the weather will permit –

Honbl John Hancock Esqr President of the Marine Committee

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. Enclosure has not been located.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

State of Massachusetts Bay

In Council [Boston] Decer 13. 1776

Ordered that such Articles of the Cargo of the Brig *Charming Sally* <sup>2</sup> as the Committee of Warr may think Necessary for the use of this State, be delivered to them or their order by the Agents for the Middle district, said Agents first Causing them to be apprizd –

State of Massachusetts Bay

In Council 13. Decer 1776

Ordered that the agents for the Middle district in this State, under whose care the Brig *Charming Sally* now is, be & they are hereby directed to deliver the said Brig with her appurtenances to the Board of Warr, after she shall be apprizd by Indifferent Men, and that the said Agents cause the Cargo on board said Brig to be landed & Stored in some safe & Convenient Place or Places – And it is further Resolved that if on the Tryall of the Justice of the Capture of said Brig, she should not be Condemned, the Claimant or Claimants of said Brig on Supporting said

Claim shall receive said Brig or be Entitled to, & receive out of the Treasury of this State the sum at which said Brig shall be appraised as afore directed

1. Mass. Arch., vol. 166, 96, 96<sup>1</sup>/<sub>2</sub>.

2. *Charming Sally* was taken by the Massachusetts state brigantine *Freedom*, Captain John Clouston, *Independent Chronicle*, Boston, November 28, 1776.

### MANIFESTS OF CARGOES SPECIFIED IN PETITION OF EDWARD GRAY <sup>1</sup>

[Boston, 13 December, 1776]

#### Manifest of Sloop *Dartmouth's* Cargo

40 m Boards	}	All loaded & ready for the Sea
45 m Shingles		
50 Boxes Candles		
40 shook hogshheads		
10 bbs Beef		
5 <sup>1</sup> / <sub>2</sub> bbs Do		

#### Manifest Brigga *Sally's* Cargo

50 hhds Fish	}	partly on board, the Remainder all ready
30 bbs Mackrel		
10 m Boards		
3 m Hoops		
2 m Bricks		
20 Boxes Candles		

#### Manifest Brigga *Freedom's* Cargo

45 m Boards	}	all purchas'd & ready to put on board
50 m Shingles		
3 m Bricks		
50 Boxes Candles		
20 Barrels Oyl		

1. Mass. Arch., vol. 166, 92<sup>1</sup>/<sub>2</sub>.

### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 13th Decr 1776

Capt Peter Jones waited on the Board relative to a Voyage to Cales [Calais] & was directed to bring in his Terms in writing in the Afternoon –

Mr Brown Reported That Capt Willson would go to South Carolina & from thence to France upon the following Terms – To have 5 P Cent Commisn for Sales & 2<sup>1</sup>/<sub>2</sub> P Cent for Purchase clear at Cara – Eight pounds P Month Wages Eight Tons priviledge out & Two Tons priviledge home which were accepted –

1. Mass. Arch., vol. 148, 43–45.

### JOHN BRADFORD TO ROBERT MORRIS <sup>2</sup>

Sir

Boston, 13th Decr 1776

I have only time to acquaint you the post this moment Going off that the Brig *Elisabeth* John Palmer master from Marsailles is arrived below, sent in by the *Eagle* privateer – the same that sent in the *Fanny* Commanded by another man the pretext they have for sending her in is that the Captain Obstanately protested



that he would go to [New] York because so Ordered I find the Cargo Consists of Wollens Blankets & Linnens <sup>2</sup>

1. John Bradford Letter Book, vol. 1, LC.

2. Both the *Elizabeth* and *Fanny* were operating for the Secret Committee of Congress. Elijah Freeman Payne commanded the Massachusetts privateer *Eagle* when the *Fanny* was seized, and Barzilla Smith had the same privateer when the *Elizabeth* was taken.

PETITION OF JACKSON, TRACY & TRACY TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the honble the Council & Hon'ble House of Representatives for the State of the Massachusetts Bay

The Subscribers of Newburyport Merchants humbly beg leave to represent to your Honours, that a Ship owned by them, called the *Montgomery*, commanded by Joseph Rowe, had, before the present Embargo took place, sailed from hence bound to Bourdeaux in France, with part of her Loading (of which two Casks of Furs were shipped by the honble Board of War upon the Acct of this State) & with all her Provisions in, but was to call into SheepsCut at the Eastward, there to compleat her Loading with Spars & other Lumber. That their Design in this Voyage (in which they export only the Produce of this Country) is to bring in a Load of Salt, which the Country appears to be very destitute of, also some Cannon, for a Twenty Gun Ship they are now engaged in the building of, & other warlike Stores if to be got, & their Cargo on board will procure them, & if warlike Stores are not to be procured, they have ordered coarse Linnens & Woollens – Now, the present being judged by far the best Season to supply the Country from abroad, with the many Articles it stands in need of, & as your Petitioners have with much Trouble, & at extraordinary Expence provided a Master & Crew to sail their said Ship, & they have already proceeded part of the Way upon their Voyage, Upon your honours' Consideration of these Premises & the foregoing, they flatter themselves that you will grant Permission, And they humbly beg of your Honours to grant them a Permit (& duplicates of the same, to send by Land & Water) for their said Ship *Montgomery*, Joseph Rowe Master to depart for France from SheepsCut or any port in the Eastern part of this State where said Ship may be, after having loaded or compleated her Loading with Masts Spars & other Lumber the present Embargo notwithstanding, & your Petitioners as in duty bound shall ever pray

Jackson Tracy & Tracy

Newburyport }  
13th Decr 1776 }

[Endorsed] In the House of Represents. Decem 25. 1776

Read and Committed to the Comtee on Similar petitions

Sent up for Concurrence

Sam<sup>l</sup> Freeman Speakr PT

In Council Dec 25. 1776 Read & Concurr'd and the same Committee are joined on the Part of the Board John Avery Dep Scy

Decr 30. 1776 The Comtee of Both houses on the foregoing petition Beg leave to Report as their opinion That the prayer thereof be so far granted that the Ship



mentioned in said Petn be permitted to Sail on her intended voyage provided she Carry none of the articles Enumerated in a resolve of the General Court passed the 10th Instant Prohibiting the same & Return Ladend with Cargo as mentioned in the petition. Jabez Fisher pr Order

In Council Decr 31 1776 Read & Accepted

Sent down for Concurrence John Avery Dpy Secy

Consented to – In the house of Represents Janury 1, 1777

Read and Consented Sam Freeman Speakr P T

1. Mass. Arch., vol. 181, 375–76.

#### PETITION OF JOHN EMERY TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the honble the Councill & the honble House of Representatives in General Court assembled Decr [13] 1776 <sup>2</sup>

Humbly shews John Emery of Newburyport in the County of Essex Merchant, that under the Encouragement given by the honble continental Congress he engaged in a foreign Voyage to France & Spain, & has lately imported to this State a considerable Quantity of Linnen & woollen goods, which upon his Arrival he offered to the Committee of Cloathing for the Continent, who received to the Amount of near seven thousand Pounds that while in Spain your Petitioner being himself acquainted with the Resolves of the continental Congress, respecting a free Trade, communicated the same to Messrs Gardoqui & Sons at Bilboa, & obtained a Credit from them for a large Sum, upon his Contract to repay them in Rice, that upon his Arrival at Newburyport he found the Embargo which your Honours have thought best to lay upon all Vessells prevented the Performance of his Agreement, without he can have Aid from this honble Court he would suggest to your Honours that besides the great Inconvenience to your Petitioner from this Restraint, the Credit of other Americans will doubtless be greatly affected, not only with that reputable House at Bilboa, but with the other Merchants in Spain, who are now disposd to serve the American Cause, if they find there can be no Faith put in their Contracts, he therefore prays your Honours would permit him to send two Vessells from Newburyport to Carolina, there to purchase Cargoes of Rice, & thence to proceed to Bilboa, & that your Honours, if you should think best, would recommend to the Committee at Carolina to permit your Petitioner under these Circumstances to load from thence for the Purpose aforesd & as in duty bound will pray.

Jn<sup>o</sup> Emery

1. Mass. Arch., vol. 181, 423–25.

2. The date is approximated, and listed according to another petition from Newburyport of December 13, 1776.

#### *Independent Chronicle*, FRIDAY, DECEMBER 13, 1776

Boston, December 13.

On the first Instant arrived at Portsmouth, the Prize Schooner *Hope*, laden with Mackrel and dry Fish, bound from Halifax for Dominica, taken by the Sloop *Washington*, Joseph Jauncey, Esq; Commander. – The Prize Master informs, he fell in with a Fleet of Transports the 19th November, about 70 Sail, in Lat. 48,58,

Long. 62. one of which spoke him, and informed, they were from New-York bound for London.

Capt. Tucker, in a Privateer from Salem has taken a Prize Snow, laden with Rum, Sugar, &c. and sent her into Portsmouth.<sup>1</sup>

By two gentlemen from Martha's Vineyard we are informed, that two of the enemies ships have for some days been cruizing at the mouth of the sound, between Gayhead and the Elizabeth islands, and at night have run in and come to anchor. It is supposed they are stationed there in order to stop the communication. It is hoped that those who have any shipping to pass that way, will keep a good look-out.

On Tuesday, 17th December, At Twelve o'Clock, Will be Sold by Public Auction, On the Honorable John Hancock Esqr's Wharf, The Prize Ship *Hayfield*, With all her Appurtenances. A Fine Philadelphia built Ship, of 180 Tons burthen, well found, and a fast sailing Vessel. Inventory to be seen at the Time and Place of Sale.

Sales by Auction.

To be sold by Public Auction, On Friday, 20th December, At John Rowe, Esqr's Wharf, Part of the Cargo of the Prize Ship *Julius Caesar*, viz.

33 Hogsheads of Rum, 2 Casks Rum Shrub,

1 Hogshead Holland's Geneva, 83 Casks red Port Wine in Bottles,

95 Barrels and 2 Chests of Claret in Bottles, 47 Tierces and 92 Barrels of Porter in Bottles, 8 Quarter Casks Vidonia, 27 Boxes of Mould Candles, a Quantity of broken Cheshire and Gloucester Cheese, 4 Hogsheads Gingerbread, 100 Keggs split Peas, some Crates of Cream coloured Stone Ware sorted, some Crates of white flint Mustard Bottles.

The Sale will begin at Ten o'Clock.

William Greenleaf, Sheriff.

To be Sold by Public Auction, On Friday, Twenty-seventh December, At William Greenleaf's Office, in Cornhill, Boston, Part of the Cargo of the Prize Ship *Julius Caesar*, Consisting of 50 Dozen Women's [st]uff Shoes, 12 Dozen ditto Leather, 4 pieces drab Corduroy, 20 Dozen 7-8 Handkerchiefs, 12 pieces died Pillows, 2 pieces died Jennet, 4 pieces white ditto, 1 piece black Denim, 8 pieces Corduroys, 2 pieces Ververett, 10 pieces Dutch cord, 10 pieces flowered Dimity, 1 piece broad Cord, 3 pieces printed Jennet, 4 pieces silk Damascus, a box Spices sorted, a box of Stationary sorted, 20 pieces 3 4 blue Handkerchiefs, 9 pieces red ditto, 3 pieces light ground ditto, 5 pieces purple ditto, 2 pieces fancy ditto, 27 pieces printed Linnens, 7 pieces light Chints, 42 pieces Callico, 14 pieces figured Lawns, 9 pieces plain ditto, 6 pieces long Lawn, 1 piece yard wide Jan[n]et, 2 pieces Jaconett, 3 pieces strip'd and check'd Dorie, 6 dozen diaper table Cloths, 13 pieces Cambrick, and 42 small boxes of flint Glass sorted.

The Sale will begin at Ten o'Clock.

William Greenleaf, Sheriff.<sup>2</sup>

1. John Tucker commanded schooner *Harlequin*, and his prize was the *Mercury*.

2. This issue of the *Independent Chronicle* carries sale notices for a number of prize ships and cargoes.

LEMUEL WILLIAMS TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Honoured Sir

Dartmouth 13th Decr 1776

Mr John Tennet a French Gentleman has a Schooner in this Place nearly ready to Sail for Hispaniola, and is very-desireous to employ her when She arrives there as a Privateer to cruize against the Vessels belonging to the Subjects of the King of Great Britain, he proposes to mann her with French Sailors, except three or four Americans for Prize Masters, one of which waits on your Honour with this to get a Commission for the Schooner in his Name. Mr. Tennet says you promised him a Commission, and requested me to write this for him, as he does not understand the English Language – I am sir very respectfully [&c.]

Lemuel Williams

1. Letters to the Governor, vol. 9, 1776–1777, R.I. Arch.

JOURNAL OF H. M. S. *Cerberus*, CAPTAIN JOHN SYMONS <sup>1</sup>

Decr 1776

Moor'd in Seaconett passage Rhode Island

Friday 13

sent the Longboat with a party of Marines to Cut Brooms on Gould Island Fluted & sett up the Fore Rigging  
Do Wr [Modt] and Clear PM Longboat return'd having been Attack'd by three Whale Boats which by firing on them they Cleared themselves of. Anchd here a Cartel Brigg with Masters, Mates & Apprentices of Ships that had been taken brot her too an anchor untill the Comr was Acquainted with their intention of sailing for England.

1. PRO, Admiralty 51 /181.

DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 13th Decr

The Rebels fire at our men from the height above Bristol ferry, whenever they see four or five of them together; but hitherto no person has been hurt. Indeed we have not had a man killed or wounded since we landed.

The *Emerald* Frigate is anchored in the passage between this Island, and Prudence Island; another Frigate is stationed above Prudence to prevent any vessel from passing between Connonicut and the Main; and two others are Stationed in the Eastern, or Sekonnet passage, to prevent any vessel from passing at the back of this Island. It is imagined the Rebel Frigates now at or near Providence, will endeavor to escape to Sea.

1. *Mackenzie's Diary*, I, 126.JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

At a Meeting of the Governor and Council of Safety,

[Hartford] December 13th, 1776.

*Voted*, That Nathll Shaw junr, Esqr, be and he is hereby impowered and intrusted to propose and negotiate an exchange of the following prisoners taken on

board the ship *John*, the ship *Clarendon* and ship *Sally*, brought into this State, for prisoners of equal rank and degree as near as may be, to wit:

Capt. Dunbar of the ship *John*, James Watt, a passenger on board.

Capt. Jackson of the ship *Sally*, John Wright, surgeon.

Capt. John Deniston of the ship *Clarendon*, Peter Hunter, passenger on board do.,

Danll Crawford, mate; Thomas Moore, boatswain; James Denniston, a boy; Murdock McCloud, a sailer, and divers others whose names are unknown; and that he take their parole not to give any intelligence, act or do anything against the United States of America; and in case such exchange cannot be effected, that they return immediately to this State again. *Copy dd to Capt. Jackson Decr 13th, 1776.*

1. Hoadly, ed., *Connecticut State Records*, I, 86, 87.

### JOURNAL OF H.M.S. *Syren*, CAPTAIN TOBIAS FURNEAUX <sup>1</sup>

December 1776

Moored at Sandy Hook

Friday 13

[A.M.] Armed the Tender & landed the Marines in Order to Examine a Schooner which was run a Shore, dry'd Sails First & Mid. pts Mode latter Fresh Gales. P.M. at 5 the Marines took Possession of the Schooner, at 7 they ret'd with 27 Rebel Prisoners, at 8 the Tender ret'd after firing a No of Swivels & Sml Arms at the Rebels who were plundering the Schooner. at 10 the Tender went & set fire to the Schooner.

1. PRO, Admiralty 41/930.

### ROBERT MORRIS TO JOHN HANCOCK <sup>1</sup>

Sir

Philada, Decemr 13th, 1776

The énclosed letter from the General <sup>2</sup> was delivered to me open by Mr [George] Walton who judged it prudent to examine the Contents before it went forward & in which I concur with him as it was probable some service might result to this place from their being known & I flatter myself that essential Service will be rendered to the Continent thereby. As soon as I saw this authentic Account of the Enemy's design to Cross Delaware above the Falls, I waited on Genl [Israel] Putnam & proposed that the Frigate *Randolph* & Sloop *Hornet* shou'd be sent to Sea immediately as it was plain to me they woud be of no use here & I had received certain advice that there was not any British Men of War in our Bay. the General very readily Consented & I have this afternoon given Capt Biddle & Capt [John] Nicholson their Instructions signed by me on behalf of the Marine Committee, they will depart early in the Morning and I entertain the most Sanguine hopes of their escape, the *Hornet* goes for Carolina with the Shot, but part of the flour was landed previous to this new determination. I have presumed to go one Step farther in this Navy business and flatter myself I shall be entitled to the approbation of Congress whether I meet it or not, for my intentions are good and I procure myself much trouble with the Sole View of serving the Cause, On Viewing the Frigate *Delaware* I thought it possible to get her away before



Genl Howe could get here I have therefore set about it stoutly, a Number of People, scarce as they now are her, are at Work on her, the Sails will be bent, Anchors to the Bows, Stores onbd and every thing in some forwardness to morrow. I have sent an Express to the General informing him of my design & requesting him to send down Capt [Charles] Alexander his Officers & such Seamen as are willing to go with him & if it is possible to get her away I shall order her to Baltimore, under your own care If I fail in this attempt You only add a little Expense of labour to the loss, for the Ship may in that case be destroyed, however if Genl Howe will give me but a few days more & Ld Howe keep away his Myridoms I shall have the pleaseure to despatch the *Randolph*, *Hornet*, *Delaware*, *Security*, *Fly* & a large ship laden with Tobacco all which you may deem as saved from the Flames. The removal of Congress has left me much other business I am paying your Debts at least those of the Marine Committee & directing fifty Necessary things to be done and with Genl Howe's permission shall be glad to finish the business you woud wish to have done here, but if Mr Howe advances I shall push off & leave him to finish the business his own way. I am told there is a letter in Town that mentions Genl Clintons arrival at Rhode Island & that he took Peaceable possession of it, as all the Inhabitants to a Man abandoned the Island, but tell Mr [William] Ellery I have not seen this letter nor will I vouch for its Authenticity. You will please to receive enclosed some pleasing letters for the Marine Committee & with perfect esteem & respect, I remain Sir, [&c.]

Robt Morris

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 1-3, NA.
2. Washington to Congress, December 12, 1776, Fitzpatrick, ed., *Writings of Washington*, VI, 353-56.

ROBERT MORRIS, FOR THE CONTINENTAL MARINE COMMITTEE, TO  
CAPTAIN NICHOLAS BIDDLE <sup>1</sup>

[Extract]

[Philadelphia, December 13, 1776] <sup>2</sup>

. . . for Action, yet when we consider you will have Seamen & Marines sufficient to work the Ship, we think it much more for the public interest to risque her out on these terms than to let her remain & be destroyed. You are therefore to repair on bd the *Randolph* Frigate of wch you are Commander and proceed with all possible dilligence to Sea. We shall not at this time prescribe to you where you are to Cruize nor form any plan whereby to distress our Enemies - the first Object is to get the Ship well manned and for this purpose you may Cruize where you think is the best Chance of meeting Merchantmen or Transports without Encountering Frigates &c we find by [expe]rience the Seamen taken in prizes are in General very [wi]lling to enter into our Service we think you will be able [in] this Manner to compleat your Number admitting [all] such as enter freely & induce them thereto show [the va]rious Encouragement given by Congress. When the [*Ran*]dolph is compleatly manned or that you esteem [yours]elf in a good Condition to make a good Fight you [will] return on this Coast, cruise for some of the Provi[sion] Vessels or Store Ships that will be coming from Europe [to New Y]ork & particularly keep a look out for the *Galatea* [Captain] Jourdan



as we should be well pleased to see that [vessel] among the Number of your Prizes. You will send [as many of] your Prizes as you can spare Men to carry in to [any] safe port in these States addressing them to the Conti[nental] agents. we know your Humanity too well not to be [assur]ed that your Prisoners will meet with good Usage [Use well your officers and] all your people altho strict Discipline & good Command should prevail over the latter. We are willing to suppose the business now recommended may employ you for two or at most three Months after which you will put into some safe Port & let us hear from you, indeed you must write to us by every Opperty & if you gaine any Interesting Intelligence do not fail to communicate the same with the best Wishes for your Success we remain sir [your] servt by order of the Marine Comm

R M

The Congress have adjourned to Balto and will be setting there.

1. Bank of North America Papers, HSP. This is a badly worn fragment of the letter.
2. Date established by Morris to Hancock, December 13 in which he notes: "I have this afternoon given Capt Biddle & Capt Nicholson their Instructions."

JOURNAL OF H. M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE <sup>1</sup>

Decemr 76                      At Single Anchor in Dileware Bay  
 Fryday 13                    at 7 AM Weigh'd & Came to Sail under Single Reeft Top Sails  
                                  Top Gallt Sails Jibb & Stay Sails    at ½ past 10 Came too with the  
                                  Bt Br in 6 fm Veer'd to ½ Cable Hazzard High Land  
                                  SSW. Egg Island NNE ½ East at Noon light Airs & Cloudy.  
                                  First & Mid. parts Light Airs Latter Strong Gales & Squally  
                                  Saw 7 Sail standing down for us. At ½ past Noon Weigh'd & came  
                                  to sail under whole TS. Top Gt Sails, Jib & Staysails. At 3 haul'd  
                                  our wind, Set steering sails & driver. found the sails to be sloops,  
                                  Schooners & a Brig. attempted to cut them off between C: May &  
                                  the Overfalls, but running into 2½ fm TKd Ship. C: May SE  
                                  Southly, shorten'd Sail. At 6 Came too with the Bt Br in ½ 4  
                                  fm veer'd ½ a Cable. C: May SEBE. Lighthouse W¾S.

1. PRO, Admiralty 51/336.

CAPTAIN JAMES NICHOLSON TO LIEUTENANT HENRY AUCHENLECK <sup>1</sup>

Mr Auchinlick    [Head of Elk, December 13, 1776]

In absence of Capt. Cook I would recommend to you to consider the necessity of immediately sending off all the *Defence's* hands that lays in your power. I will assist your officer that you shall think proper to send with them. Please to show this to Mr Purviance and consult him on the occasion that he may send word of to the Council of Safety. I shall make the best of my way to Philadelphia. I am yours &c.

Ja<sup>s</sup> Nicholson

1. Correspondence of Council of Safety, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Friday 13th December 1776. –

Ordered that a Warrant Issue to Doctr Corbin Griffin for Fifteen pounds nineteen shillings for Medicine and attendance to the Men belonging to the Brig *Liberty*. – Also for Fourteen pounds one shilling and three pence for Medicine and attendance to the Men belonging to the Schooner *Revenge*. – Also for Twelve Pounds and six pence for Medicine and attendance to the Men belonging to the *Manley* Galley. – Also for One Pound for Medicine & attendance to the Men belonging to the *Henry* Galley and also for One Pound eighteen shillings and six pence for Medicine and Attendance to the Men belonging to the *Hero* Galley as p Acct this day settled. –

Ordered that a Warrant Issue to Doctr Corbin Griffin for Twenty five pounds seven shillings and three pence for Medicine and Attendance on the Sick Seamen & Marines in the Hospital at York Town –

The Commissioners of the Navy Agreed to Purchase of Mr Samuel Allyne a Vessel which he is now Building at Hampton of about One hundred & forty Tons Burthen upon the following Conditions (Provided the Person the Commissioners send to View the Vessel shall approve of her) Vizt, The Vessel to be delivered a float by the first day of March next finished Completely in a Workman like manner with Spars of every sort. Tops Caps and fitting every thing to a Cleat as Carpenters usually finish Vessels Built by the Ton – The said Allyne to be allowed for the said Vessel at the rate of Five Pounds ten shillings p Ton, – Two hundred Pounds to be paid on Concluding the Bargain and the Ballance on the delivery of the Vessel –

Capt Tompkins of the *Henry* Galley Received Orders to Proceed with his Vessel to the head of Elk and take on Board seven hundred Stand of Arms and any other things that the Congress may have lodged at that place in the care of Mr Hollingsworth for the use of this State. –

1. Navy Board Journal, 137–38, VSL.

JOURNAL OF H. M. S *Boreas*, CAPTAIN CHARLES THOMPSON <sup>1</sup>

Decemb 1776                      the Highland over Cape Francois South off Shore 9 or  
Friday 13                              10 Leagues –

Moderate & Cloudy at 5 AM Saw a Sail bearg SE Gave chace fir'd a Gun and made a private Signal to the chace ½ past fir'd a Shot & Brot to the chace a Schooner from Boston to Cape Nichola <sup>2</sup> took the People out of her & Sent a Petty Officer wt five men Onbd of Her the *Maidstones* Tender in Co at 8 Maid Sail

1. PRO, Admiralty 51/125.

2. Schooner *Ipswich* with "a Dutch Masr," carrying fish, lumber, etc., Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

LETTER FROM DOMINICA <sup>1</sup>

[December 13]

The American Privateers have ventured amongst the Islands; one of them being at Martinique when Dr. N——, was there in a Flag of Truce, slipt out in the Night after him, and took him in the Channel. The Captain of the Privateer landed the Doctor and his Brother at an Out Bay at Martinique, who repaired to the General and made a formal Complaint, which was so well received, that the General ordered the Agent for the Congress to pay them immediately for their Vessel, Slaves, &c. or he would stop every American that was in the Island. Another of these Freebooters took several English Vessels near Guadaloupe, and sent them into the Ports of that Island, all of which the Captains ransomed, except one. This coming to the Ears of the General, he ordered the Privateer not only to give up every Vessel and Cargo, but to pay back the Ransom Money, and at his Peril to presume interrupting any English Vessel in the Neighbourhood of that Island for the future.

1. *Public Advertiser*, London, February 8, 1777.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS <sup>1</sup>

Sir

Antigua 13th Decemr 1776.

Be pleased to acquaint my Lords Commissioners of the Admiralty that I have just received by the October packet your four Letters Dated the 3d October last, with Duplicate of two others Dated the 5th & 6th September. I am very much Concerned to find I have incurred the Censure of their Lordships, by my Orders of the 27th July 1776, to Captain [William] Garnier of the *Argo*, wherein I left him at liberty to part from the Convoy in the Latitude of 38°, North; and not directing him to see them to England. I beg of you to inform their Lordships my sole motive for so doing was, I judged the Trade to be in perfect Security at that distance from the Islands, (having never heard any American Cruizers were seen farther to the Northward than 35° North) and the *Argo* being represented to me in so very Crazy a State, I was desirous she should make her passage before the Equinox; when heavy Gales of Wind frequently happen in & about the English Channel; and from her reported Condition I did not think the *Argo* at all fit to encounter them: I therefore hope their Lordships will think these reasons Satisfactory and believe I shall always exert my best Endeavours for the good of the Kings Service; and punctually Obey their Commands.

I am extreamly sorry farther to inform their Lordships; that Yesterday I received information by a Seaman, who was lately discharged from the *Atalanta* at Jamaica; and came from thence Six Weeks ago; who says when he left that place His Majestys Sloop *Pomona* had not been at Jamaica; but that a packet (supposed here to have been lost in the Gale of Wind) arrived there dismasted: I am therefore very much afraid, The *Pomona* was lost in the late Gale of Wind: and as her loss will be very great on this Station (the Seas at this time Swarming with American Armed Vessels & Privateers) I presume to hope their Lordships will not disapprove of my Purchasing & Commissioning some more Armed Vessels,

and a Sloop of War to replace the *Pomona*; if I can meet with such Vessels as are fit and proper for the Occasion. I have the honour to be Sir [&c.]

Jam<sup>s</sup> Young

[Endorsed] Recd & Read 12 Mar Answd – 2 Apl

1. PRO, Admiralty 1/309.

14 Dec.

MESHECH WEARE TO MATTHEW THORNTON AND WILLIAM WHIPPLE <sup>1</sup>

[Extract]

Exeter Decr 14th 1776

No money can be procured here for the Continental Bank, or any other under six pr cent, and indeed I think no great sums for that. Privateering, buying up prize cargoes and monopolizing them at any price, seems to be the attention of the mercantile part, who have the money in their hands.

1. William Whipple Papers, Force Transcripts, LC.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

State of Massachusetts Bay

Council Chamber [Boston] Decr 14, 1776

Ordered That all Vessells that may be permitted to Depart this State for any of the United States shall be allowed to carry Fifteen hhds of Sugar each to Contain not more than Twelve hundred Weight (gross hundreds) for every one hundred Tons She measures and no more & so in proportion for a greater or less Number of Tons, and it is further ordered that in Case any Vessell pe[r]mitted to depart for any of the United States Shall take on board a larger Quantity of sugar than is allowed of by this Order the Permit shall be Considered as a Nulley & the Owner or Owners shall be subject to the penalties prescribed by the Resolve laying the Embargo –

1. Mass. Arch., vol. 166, 102.

DIARY OF BENJAMIN MARSTON <sup>1</sup>

[Plymouth] Decr 14. Saturday. – An embargo as I hear is laid upon all shipping in this State – The reason given is – To get men to man the State's ships of War – & also a number of Merchant ships wch the State is fitting out for the Bahama Ilands on a publick commercial acco – I will prophecy for once – and if my prophecies should not come to pass I shall not be the first prophet who has made a mistake – \* I do now foretell that the fleet of Merchant ships will never return here again – It is not designed that it should – These mimic politicians – These wretched State Founders – plainly see That their case is desperate – They are now providing for the worst – They will now impose upon the ignorant country Representatives, & persuade them to grant whatever sums they want, to equip & Load this flota, under pretence of purchasing warlike Stores for the campaign the next Season when it is arrived at the Bahamas, or wherever it is destined for – The interest will be deposited for the use of any of them who shall be so fortunate as

to escape the hands of Justice – perhaps some of them may think proper to go in the fleet –

\*Greatly mistaking – <sup>2</sup>

1. Marston Diary, UNBL.

2. Marston apparently added this note after the war.

LEONARD JARVIS TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Sir

Dartmouth Decem 14th 1776

I recd your Honors Letter by Mr Fry and in Compliance with your request have deliverd him the Arms & Military Stores mentioned at foot – I flatter myself that my Conduct in this Matter will be approved of by the Congress as the Publick Safety I am confident requirred it – I hope a Speedy removal of your disagreeable Neighbours – should the residue of the Stores be wanted I will exert myself to forward them there was 72 Chests of Arms came in the *Hancock & Adams* previous to the receipt of your Letter I had deliverd out a part to our Militia at the recommendation of our General Assembly I am Your Honors [&c.]

Leo: Jarvis

48 Chests Containg 1200 Arms

6 Tons of Lead

6 Casks Flints

260 Bars Gunpowder

1. Letters to the Governor, vol. 9, 1776–1777, R. I. Arch.

JOURNAL OF H. M. S. *Brune*, CAPTAIN JAMES FERGUSON <sup>1</sup>

December 1776

Moor'd in Seaconeck Passage

[Saturday] 14

AM Fresh Breezes & Fair dry'd Sails fired a 6 Pr with Grape at the Rebels at 10 came down a Brig purchased from the Rebels by some Masters of Ships they had taken bound on their Parole to Ireland.

1. PRO, Admiralty 51/177.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

At a Meeting of the Governor and Council of Safety,

[Hartford] December 14th, 1776.

*Voted*, That Mr. Nathll Shaw junr be and he is hereby authorized and desired to draw a letter of credit in favour of the captain or commander of the ship *Oliver Cromwell*, to be made use of to obtain necessary repairs or supplies for said ship in any foreign port where she may fall; and the said Mr. Shaw shall be indemnified by this State against all damage that may accrue to him by means thereof. Copy dd to Capt. Coit Decr 14th, 1776.

1. Hoadly, ed., *Connecticut State Records*, I, 87, 88.

JOURNAL OF H. M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME <sup>1</sup>

December 1776

Wt end of Fishers Island NW 2 Leagues

Friday 13

8 AM the Wt end of Block Island N dist 3 or 4 Miles down studdings & hauled our Wind



Mod. breezes & fine Wear 2 P.M. came too with the B. Br in 36 fm . . . Plumb Island WbS 8 miles 5 sent our boats on board a sloop . . . the Sloop proving to be the property of the Rebels we seized her 9 hove up & made sail as did our prize turning to Windward between Plumb Island & the New England Shore 12 came too with the B. Br in 26 fm

Saturday 14 7 AM New London Light NEbE dist 4 Leas 8 hove up & made sail

fresh breezes & Clear Wear 2 PM parted Co from our prize & she being Chaced by Two Rebell Privateers was obliged to run on shore to save the people & was lost in her 4 Muskets 4 Car-touch boxes & 2 Cutlasses belonging to the Ship . . . lost also in the Prize a 5 In Hawser belonging to the Ship it being sent on board by order of Captain Graeme

1. PRO, Admiralty 51/506.

GEORGE WASHINGTON TO ROBERT MORRIS <sup>1</sup>

Head Quarters near Coriell's Ferry

Sir:

December 14, 1776.

I have before me your favor of yesterday and for answer would inform you that I shall most chearfully cooperate with you in endeavoring to save the Frigate *Delaware*, and for this purpose shall immediately inclose your Letter to Col. Cadwallader [John Cadwalader], with direction for Capt. [Charles] Alexander with his Officers and a sufficient number of men to proceed to Phila. without delay in order to carry the Frigate out of your River before the opportunity is lost and am with much Esteem etc.

1. Fitzpatrick, ed., *Writings of Washington*, VI, 375.

CONTINENTAL MARINE COMMITTEE TO WILLIAM BINGHAM, MARTINIQUE <sup>1</sup>

Sir

[Philadelphia] December 14th 1776

We expect this will be delivered to you by John Nicholson Esqr who commands the *Hornet* Sloop of war belonging to the Continent. She will carry you some Rice and Indigo by order of the Secret Committee which you'l please to receive expeditiously. As this sloop touches at Carolina before she sails for the West Indies it is uncertain when you may see [her], therefore our orders must be discretionary, and when she arrives if you [have] any advices or any goods to send that you think of importance to these States, you may dispatch Capt Nicholson therewith immediately. Should this not be the case you may assist him to procure more Men, and let him go a cruising during the Winter Months only dispatching him so as to be here by the beginning of April. If our Trade in the Islands is interrupted by any privateers or Tenders that this Sloop can match they should be her Object, If there be none such she may cruize where there is the best chance of good Prizes. —

If Captain Nicholson is lucky enough to send any in to you, sell such parts as are suited for the Island consumption, but be careful what you sell is the property of none but british subjects not resident in Bermuda or New providence. Whatever you sell render regular Accounts of it – make the seamen &c necessary advances and transmit us their receipts with the Accot Sales &c for what you sell that just distribution may be made on their return. If Captain Nicholson meets with any Canon more suitable for the *Hornet* than those on board, assist him in buying and getting them mounted – Supply him with Money and necessaries he may want for the service his receipts will be your vouchers and your drafts on us will be paid –

When you dispatch him for the Continent he will take on board any goods you have to ship. We are Sir [&c.]

1. Marine Committee Letter Book, 47, NA.

#### ROBERT MORRIS TO JOHN HANCOCK <sup>1</sup>

[Extract]

Philada Decr 14th 1776.

. . . As our Enemies are still kept at Bay on the otherside Delaware I cannot help flattering myself with the expectation of some favourable event that will save this City. I shall certainly remain here as long as I can with safety & during my stay the Congress may depend on my utmost exertions for the Publick Service. The *Randolph* & *Hornet* are gone down this Morning. We are at Work on the *Delaware* & a Chartered Brige Capt Excen sails in an hour [If] they give us time I shall attempt to get the *Washington* Frigate into a place of Safety.

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 4–5, NA.

#### HENRY FISHER TO THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Gentlemen:

Lewes, Decemb'r the 14, 1776.

The *Roebuck* is at this time cruseing off the light house and the small Ship is up the Bay at anchor Near the Brandywine, there has no more ships appeared as yet, you may Depend if there should, I shall give you the earliest acc'ts. I shall refer you to Mr. Davis Bevan for the Particulars Relateing the ship's Destination. I am with Due Respect, [&c.]

Henry Fisher.

1. *Pennsylvania Archives*, 1st series, V, 108–09.

#### JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

Decemr 1776.

Do [Cape Henlopen Lighthouse] No 21:0 W Distce  
16 Leags

Friday 13th

½ past 7 (A M) gave Chace to a Sail in the SW quatr At  
Noon saw 2 Sail to the Wtward.

First and Middle parts Modr breezes and Cloudy, latter  
Fresh Gales and Squally. at 3 (P M) came up with the  
Chace which proved the *Connection* Schooner from Boston for  
Baltimore –<sup>2</sup> took charge of her – at 7 spoke the *Camilla* with  
a French Ship in Company who joined us.

Saturday 14th (A M) gave Chace; fir'd 4, 9 Pound Shot and brot too a French Snow who informed us she was from St Domingo for Mar-seilles<sup>3</sup> At Noon the *Camilla* and Prizes in Company

1. PRO, Admiralty 51/688.
2. Schooner *Connection*, Benjamin Jones, master, S. White, owner, with 14 casks of sugar, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.
3. The *Joli Coeur*, B. Eyran, master, with a cargo of rum, sugar and molasses, Howe's Prize List. The *Perseus* escorted the prizes to Sandy Hook, and on January 1, sent *Joli Coeur* up to New York with a long letter to Vice Admiral Howe giving a detailed explanation of the snow's suspicious actions and the reason Captain Elphinstone had taken her, PRO, Admiralty 1/487.

SAMUEL PURVIANCE, JR. TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Gentlemen

Baltimore Decr 14th. 1776

In consequence of Letters to our Committee & myself recd by thursd[ay]'s Post, Capt[n] [James] Nicholson went off yesterday evening with about 30 or 40 of his best Hands & Some of his Officers with near 20 Sail of Small Craft for the Head of Elk to assist in bringing down the Public Stores & Sick that might be moved from Philada. – About an Hour after his departure I received the inclosed Letter for him which I dispatchd after him by a Barge. He returnd it to me late last Night, And agreeable to his desire I now forward it to you by Express, for your consideration. –<sup>2</sup> Shoud you think fit to order the *Defences* Men to follow after Capt Nicholson, I wd beg leave to suggest whither it woud not be adviseable to take a few of the Nine Pounders from the Fort & send up along with the *Defences* Guns to put on board the Frigates shoud they attempt sending them round to this Bay. – We have plenty of Craft here to carry up the *Defences* People &c to Elk. – Our Commee agreeable to Mr [Samuel] Chase's requisition wrote the Commee of your City to send up to Elk what Craft were at Annapolis. – I have since learned that there is no Committee. There will be no necessity of sending any more Craft as we can get plenty here. – Our Commee are preparing the Court House in the best manner the time will admit for the Reception of the Congress shoud they be obliged to leave Philada in which Case Mr Chase writes it is intended they shall come here I am Gentlemen [&c.]

Sam<sup>l</sup> Purviance Junr

1. Red Book, XIII, Md. Arch.

2. Samuel Chase to Nicholson, December 11.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

[Annapolis] Saturday, December 14th 1776.

Commission issued to Thomas McWilliams appointed Captain of marines on Board the Sloop *Molly*. Thomas Conway, Commander.

Ordered That Capt. [William] Patterson be directed to send off with all Dispatch all the Vessels he can procure, to the Head of Elk or French Town, to bring down military Stores there lodged; that the said Capt. Patterson man Mr. Williams's Schooner with the other Vessels, and supply her with Provisions for that Purpose, and apply to Col. Henry Hollingsworth there, or any other Person appointed by Congress, or our Delegates for further Orders.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY<sup>1</sup>

[Williamsburg] Saturday December 14th 1776

A Permitt granted to the Schooner *Neptune* Captain Darby to proceed on her Voyage to Martinico Manifest of Cargo filed Bond executed acknowledged and ordered also to be filed

A Permitt granted to the Sloop *Experiment* Captain John Outton to proceed on her Voyage to New Providence Manifest of Cargo filed Bond executed acknowledged and ordered also to be filed

A Letter was wrote to Messrs Adams and Parke requesting that no Flour might be sent to the French Market in the West Indies but what is superfine and a Copy thereof filed

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 280, 281.

JOURNAL OF H. M. S. *Winchelsea*, CAPTAIN NATHANIEL BATEMAN<sup>1</sup>

December [1776]

Tortuga EbS 10 Leas

Saturday 14

Light airs & Calm, sent the Barge & Yaul Mand & Armed after a Brigg in the N E

Do Wr at 7 PM the Boats returned with the Brigg<sup>2</sup> from Pt Prince to Philadelphia sent a petty Offr & 5 Men in her to Kingston

1. PRO, Admiralty 51/1067.

2. Brig *Fraiture*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

DEPOSITION OF JOHN TROTMAN<sup>1</sup>

St Christophers

Before John Stanley Esqr, one of the Members of His Majesty's Council for the Island of St Christopher, His Majesty's Sollicitor General for His Leeward Charibbee Islands in America, and one of the Justices assigned to keep the Peace within the said Island of St Christopher.

Personally appeared John Troffman [*sic* Trotman] aged Seventeen years, or thereabouts, who being Sworn on the Holy Evangelists of Almighty God, deposeth and Saith, that some time in the month of April 1773, he this Deponent was Sent by his Father Henry Trotman, Merchant in the Island of Barbados (where he this Deponent was born) to the Care of Messrs James and Drinker of Philadelphia Merchants, for Education, and that, soon after his arrival there, he was Sent by his said Guardians to Prince Town, in the Province of New Jersey, to a scool kept at that place by the Revd Dr John Witherspoon, who was afterwards chosen one of the Members to Serve in the Continental Congress for the Said Province of new Jersey. And this Deponent further Saith, that in the month of September last (it being vacation time) he went from Prince Town afore Said to Spend his Holidays as usual, with his beforementioned Guardians at Philadelphia, and that One Evening, he this Deponent being walking out rather later than usual, with George West, of Carolina, who was one of his Scool fellows, he this Deponent and the Said George West met on a wharf, in Philadelphia aforesaid, by a Gang of Men (whose Practice, this Deponent was afterwards informed, it was every Night to hunt for



and press all the Men they could meet with into the Service of the Continental Congress) who forced this Deponent and the said George West on board a Brigantine fitted out by the Continental Congress, called the *Andrew Doria*, commanded by one Capt: [Isaiah] Robinson, mounting Fourteen double fortified four Pounders, Fourteen or Sixteen Swivel Guns, carrying 100 Men, or there abouts, and which was then lying at Gloucester in the River Delaware, about five miles from Philadelphia. And this Deponent farther Saith, that the sd Brigantine soon afterwards sailed for the Island of St Eustatia, where she arrived some time about the middle of the mounth of November last; and that upon the sd Brigantines coming to an anchor off the Town in that Island, She Saluted Fort Orange with Thirteen Guns, and that, after some Interval, the Salute was returned by the sd Fort with nine or Eleven Guns (but which the Deponent doth not now recollect) the Sd Brigantine during the Time of the Salute and the return thereof, having the Colours called the Continental Congress Colours then flying. And this Deponent farther Saith, that he this Deponent, with three other Persons belonging to the Sd Brigantine two Englishmen and one Frenchman on the Evening of their arrival at St Eustatia, were ordered by the Master of the sd Brigantine to carry him onboard an American Pilot Boat, then lying at anchor in the Road of St Eustatia; and that upon their putting him onboard they were ordered by the Sd Master to return with all Expedition to the Sd Brigantine, and to get the Boat hoisted in: and this Deponent Saith that, upon their quitting the Pilot Boat, this Deponent and the sd three other Men consulted amongst themselves how to make their Escape from the Sd Brigantine, & takeing the Resolution of attempting to come to this Island, after rowing all Night, they arrived at Sandy point, in this Island, about Seven of the Clock, the next morning. And this Deponent farther Saith, that, from what he could learn on board the Sd Brigantine, he verily believes the object of the Sd Brigantine's Voyage to St Eustatius was to purchase Clothing and other Necessaries for the use of the Continental American Army. And this Deponent Saith, that whilst he was onboard the Sd Brigantine, he was in general treated as well as he could expect, in his circumstances, by every Person on board, except the Boatswain, who was a Foreigner, who beat him this Deponent very severely several Times.

Signed John Trotman.

Sworn this 14th day of Decr 1776,  
before me (Sighn'd) John Stanley.

1. Admiralteits Colleges, No. 487, Neth. Arch.

VICE ADMIRAL JAMES YOUNG TO GOVERNOR JOHANNES DE GRAAFF <sup>1</sup>

Copy

Antigua 14th Decemr 1776

Sir, The inclosed Memorial <sup>2</sup> having been presented to me by a Subject of His Brittannic Majesty, I think it my duty to send Captain [John] Colpoys of his Majesty's Ship the *Seaford*, to lay the same before your Excellency, in order that strict Enquiry may be made into the Circumstances related therein; and if found to be as represented, to Demand in the Name of the King of Great Britain that immediate reparation may be made to His injured Subject.



In addition to the foregoing Complaint, I cannot avoid mentioning to your Excellency, that it is with equal Surprise, and astonishment, I daily hear it asserted in the most positive manner, that the Port of St Eustatia, has for some time past, been openly and avowedly declared, Protector of all Americans, and their Vessels; whether on private Trade, or Armed for Offensive War; and that even the Colours and Forts of their High Mightinesses have been so far debased, as to return the Salutes of these Pirates and Rebels; that the Subjects of the States not satisfied with giving all manner of Assistance to the American Rebels, of Arms, Ammunition, and whatever else may enable them to Annoy and disturb the Trade of His Brittannic Majesty's Loyal and Faithful Subjects, and that even the Government of St Eustatia, daily suffer Privateers to be Manned, Armed, and fitted in their port, and the Subjects of the States are said to be part Owners of such Privateers. The Piratical Vessel named in the inclosed Memorial, was known to be fitted out at St Eustatia, and part owned by a Mr Vanbibber of that place.

I cannot suppose any Governor would take upon him to act in this manner merely of his own Authority; therefore must Conclude you have received Instructions from Europe, and are guided thereby; altho the whole proceedings appear to me Diametrically opposite to the late Declarations of their High-Mightinesses, to the Court of London.

As my Duty obliges me to transmit Informations of such Consequence to the British Court, I have first ordered Captain Colpoys to deliver you this Notification, and have directed him to make the strictest Enquiry into the Facts related; and receive your Excellencys Explanation of them. I must likewise desire you will give me a positive Answer, whether you mean to Suffer any of the American Rebels to bring into your Port of St Eustatia the Ships and Vessels they may take from his Brittannic Majesty's Subjects, and there dispose of them: Your general Answer hereto, must be the Guide of my future Conduct, and determine with me, whether You remain Allies to the Crown of Great Britain or have entered into new Engagements with the American Rebels, inimical to the King my Master. I have the honor to be Sir [&c.]

Jam<sup>s</sup> Young

P.S. I would wish your Excellency to observe, I make great distinction between the Receiving into your Ports, the Trading Vessels belonging to the American Rebels, and their Vessels Armed for Offensive War.

His Excellency Johannes De Graaf,

Governor over the Islands St Eustatia, Saba & St Martin.

[Endorsed at the Admiralty] In V. A. Young's Letter Dated 31st Decr 1776

1. PRO, Admiralty 1/309. Another copy is in Tweede West-Indische Compagnie, 639, 932-34, Neth. Arch.
2. Memorial of Bendal & Foster McConnell complaining about the seizure of their vessel by an American privateer out of St. Eustatius, PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN JOHN COLPOYS, H. M. S. *Seaford*<sup>1</sup>

(Copy)

Antigua 14th Decemr 1776.

Sir, Lieutenant Tinsley will deliver you herewith a Letter from me to the Governor of St Eustatia, (Copy of which and a Memorial that occasioned it, are inclosed for your perusal and Government,) and I am to desire you will immedi-

ately proceed to St Eustatia, and deliver said Letter to the Governor, and obtain his answer thereto. I would also have you talk with the Governor on the Subject of said Letter, and make the strictest enquiry in your power, into the several Facts mentioned in the Memorial and Letter; and get his Explanation of the whole: during your stay at St Eustatia, pray try if you can Purchase Ten or Twelve good three pound Guns, or if you cannot meet with so many, buy what number you can get, taking care they are good and serviceable.

When you have executed this Service you may call (in your way to Antigua) at Old Road and Compleat the *Seafords* Water; and likewise at Basseterre and take onboard the *Seafords* people from the Prize you put Mr Gray onboard, who I hear has been obliged to carry her to that place. I am &c.

Jam<sup>s</sup> Young.

P.S. The other inclosed Paper is Copy of a Letter of Intelligence I have received from England, which you will pay proper attention to, should you fall in with the Schooner described.

J: Y.

1. PRO, Admiralty 1/309.

### 15 Dec. (Sunday)

#### PAROLE OF DUNCAN MUNRO, PASSENGER ON BOARD THE BRITISH PRIZE BRIGANTINE *Fanny*<sup>1</sup>

I Duncan Munro while Passenger on Board the Brig *Fanny* comanded by Richard Blythe bound from Barbadoes to Halifax was made a Prisoner by Capt [Joseph] White comander of a Privateer belonging to this State<sup>2</sup> and carried into Plymouth some time in June last and whereas the Council of this State have at my Request permitted me to reside at the Town of Reading upon my being put on my Parole—Do promise and engage on my Word and honour and on the Faith of a Gentleman to depart from hence to Reading in the State of Massachusetts Bay and to remain there or within five Miles of the Place of my Residence in said Town during the present War between Great Britain and the united States of America or until the Congress of said united States or the Assembly or Council of this State shall order otherwise; and that I will not directly or indirectly give any Intelligence whatever to the Enemies of the united States, or do, or say any thing in opposition to or in Prejudice of the Measures and proceedings of any Congress for the Said States during the present Troubles or until I am duly exchanged or Discharged

Given under my Hand this fifteenth Day of December 1776 –

Duncan Munro

1. Mass. Arch., vol. 8, 246.

2. Privateer sloop *Revenge*.

#### MARYLAND COUNCIL OF SAFETY TO CAPTAIN GEORGE COOK<sup>1</sup>

No 60

Sir, The Assistance of the men belonging to the Ship *Defense* may be of Service to the common cause at Philadelphia. – We request you therefore to march immediately without loss of Time with all the men, that can be spared from the

necessary Care of the ship, whilst in harbour. – When in Philadelphia you are to obey the direction of the Honble Congress. –

Mr Chase having mentioned nothing of great Guns in his Letter to Capt'n Nicholson, we think none ought to be removed 'till further orders. – let the men take their small Arms &c, no time must be lost <sup>2</sup> .

[Annapolis] Decr 15th 1776

1. Council of Safety Letter Book, No. 2, Md. Arch.

2. In his reply to the Council the next day, Captain Cook wrote: "I flatter myself the greatest part of our Company will go with Chearfullness," Red Book, XIII, Md. Arch.

CAPTAIN WILLIAM JUDD, R.N., TO VICE ADMIRAL CLARK GAYTON <sup>1</sup>

*Antelope* Port Royal

Jamaica Decr 15th 1776

Sir

In consequence of an Order from you dated 10th December directing me to give you an Account of my Proceedings with respect to the June Convoy which sail'd from Bluefields the 17th June under my Command. For that purpose I beg leave to lay before you an exact Copy taken from the Ships Log Signed by myself the Second & Third Lieutenants & Master from the 15th June to the 7th July, which when you have thought proper to peruse and taken into Consideration the Inclosed Sailing Instructions, the List of the Convoy and the Disposition and order of Sailing, likewise the Affidavit taken by one of the Masters of the Convoy, I flatter myself that you will approve of my Conduct. And Sir, as you yourself whose experience & knowledge in those matters are much more extensive than mine, I need not mention to you the great difficulty for even a Fleet of Men of War, much more for a Single Ship to take care of an obstinate, and I may venture to add very often a great many Ignorant Masters of Merchant Ships to deal with, which I beg leave to assure you was the Case of a Number of the June Convoy, but by no means can I blame the whole And I have only to say that it has always been my Study to endeavour to promote the good of His Majestys Service as much as in my Power both with Care & Honor I am, Sir with profound respect [&c.]

Will<sup>m</sup> Judd

(A Copy)

Clark Gayton

1. PRO, Admiralty 1/240.

JOURNAL OF H. M. S. *Boreas*, CAPTAIN CHARLES THOMPSON <sup>1</sup>

Decemb 1776

Cape Francois SSW $\frac{1}{2}$ W Monte Christa SE off shore 6 Leags

Sunday 15

Little Wind & Cloudy . . . at 6 [A]M Saw a Sail bearg SE Wore & Gave chace at 7 Hoisted the Boats Out & Sent them After the Chace at 10 the Boats returnd with the Chace a Schooner from Rhode Island <sup>2</sup> took possession of her at noon Made Sail Monte Christa SSE abt 2 Leags –

Modte & Cloudy Saw a Sail to the Etwd Tackt & gave chace between 2 & 3 fird 8 Shot at the chace Brought her too a

Schooner from Newberry to Cape Francois Seized her as a prize took the People out of her & Sent an Officer wt 5 Men On board her <sup>3</sup> Close reef the Topsails & Made Sail the Prizes in Co

1. PRO, Admiralty 51/125.

2. Schooner *Polly*, Ebenezer Andrews, master, bound for Hispaniola with fish and lumber, Account of Permissions granted by his Honor the Governor, Outward Entries, R. I. Arch.

3. Schooner *John*, with fish and lumber, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

# JOURNAL OF H. M. S. *Seaford*, CAPTAIN JOHN COLPOYS <sup>1</sup>

December 1776

At Sea [off St. Eustatius]

Sunday 15th

At 6 A M Saw a Sail, Gave Chace Carried away the Larbd Main Studding Sail, At 10 Fired Shott She bro't too Sent the boat on board proved a Schooner from Philadelphia to St Eustatia. Exchanged the Prisoners At 12 AM St Eustatia NW 2 Miles –

1. PRO, Admiralty 51/880.

16 Dec.

## PETITION OF CAPTAIN JOHN DE SILVER TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble the Council of the State of the Massachusetts Bay —

The Petition of Capt John De Silver

Humbly Sheweth

That your petr. arrived in Boston from Martinico in the Schooner "*L'amiable felicite*" having a french bottom & belonging to said Martinico — That he brot with him forty five hogsheads of Molosses twenty five Hogsheads & twenty five barrells of Sugar twenty seven barrells of Coffee thirteen barrells of Cocoa fifteen Cases of Liquor, twelve boxes of Soap, Nineteen Cases of Wine three Tierces Rum four Casks Burdo. Wine fifty six Hankers Brandy twenty four pieces Sail Duck, twelve pieces of light Duck one bale Checks, twelve Small Arms twelve Kegs of Glaz'd Powder 600 Bullets, Six Swivel Guns and Eight pieces of Ozanbrigs — That your petr. Vessel now lays at Newbury Port, where he has been Loading her with Lumber and other Articles the produce of this Country, and was just ready for Sailing having all his hands and every thing ready, when he was informed, that there was an Embargo laid by the Genl Court of this State, and told that he could not depart without leave from your Honors.

That the only reason of his coming to New England was that he might bring them a Supply. and have the priviledge of having in return a Cargo of their produce And if he should be stoped it would be a great Damage to himself & the other French Owners in Martinico

He Therefore humbly prays your Honors would be pleased to grant that he may have leave to depart with his Vessel and Cargo to sd Martinico.

And as in duty bound shall ever pray &c

John De Silver

[Endorsed] In Council [Boston] Dec. 16t 1776 Read and Ordered that the Prayer of the Said Petition be granted and that the Petitioner have and he hereby



has Liberty to proceed to Martinico with his Said Schr *L'amiable Felicite* the Embargo Notwithstanding —

John Avery Dpy Secy

1. Mass. Arch., vol. 166, 107.

# MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 16th Decr 1776 —

Mr [John] Lambert reported that the Brig *Massachusetts* was graved — but had no hands —

Order'd That the Secretary go over to the Council & enquire whether a Commander is appointed for the sd Brig

Reported — That Capt John Foster Williams was appointed — Capt [John] Ayres return'd from his Cruise & waited on the Board — bro't no material News —

Resolved That the Ship *Marshall* purchas'd of Mr Bruce, be call'd the *Bowdoin* — Capt [George] Williams Reported That he had agreed to take the Brig *Ann* £750 — & her Cargo, with the Addition of 12 Boxes Candles more, to have said Vessell compleated for the Sea & furnis'd with Master Mate & Hands — on the same Terms others are engag'd —

1. Mass. Arch., vol. 148, 49, 51.

## MASSACHUSETTS BOARD OF WAR CONTRACT FOR CHARTER OF THE SCHOONER *Edward* <sup>1</sup>

This Charterparty of Affreightment Indented made and fully concluded this Sixteenth day of December, In the Year of our Lord One Thousand Seven hundred and Seventy six; Between Caleb Loring of Hingham in the County of Suffolk and State of the Massachusetts Bay Merchant Owner of the Schooner named *Edward* of the burthen of about Seventy Tons whereof Arnald is Master on the one part, And the Board of War for the State of Massachusetts Bay aforesaid of the other part; Witnesseth That the said Caleb Loring for the considerations hereinafter mentioned Hath Granted and Letten to Freight, And by these presents Doth Grant and Lett to Freight unto the said Board of War The whole Hull or Body of the said Schooner Furniture and Appurtenances whatsoever to her belonging for a Voyage to be made in her from the Port of Boston to Baltimore or any of the Southern States, and back to Boston again; And the said Caleb Loring doth hereby Covenant Grant and Agree with the said Board of War, That the said Schooner is Tight Stanch and strong, and in and during the Voyage aforesaid shall be well and sufficiently Tackled and Apparrelled with all Necessaries for such a Vessel and Voyage, And that it shall and may be Lawful for the said Board of War, as well at Boston as at Baltimore or any of the Southern States fully to Load the said Schooner with such Goods Wares and Merchandize as they shall think proper. —

In Consideration whereof the said Board of War do by these presents Covenant and Agree with the said Caleb Loring, That they shall and will pay or cause to be paid unto the said Caleb Loring for the hire of the said Schooner after the rate of Eight shillings Lawful money a Ton per Month, and after that rate for a less



time than a Month, the Months to be accounted by the Callender, and to Commence upon the day of the date hereof, and that within Thirty days after her return to Boston aforesaid And that in Case the said Schooner should be Lost or taken during said Voyage That then and in that Case they will pay or cause to be paid unto the said Caleb Loring the sum of Four Hundred Pounds – Lawful money being the Estimated Value of said Schooner and also the hire that shall become due after the rate aforesaid to the time of her being lost or taken, And the said Board of War do further Covenant that they will Victual and Man the said Schooner and pay all Pilotage & Port charges the said Voyage: To the true performance whereof the Parties to these presents do bind and Oblige themselves their heirs Executors and Administrators and Assigns in the sum and penalty of Five Hundred Pounds – Lawful money firmly by these presents. In Witness whereof the said Parties have hereunto Interchangeably set their hands and Seals the day and Year first within written. –

It is understood that the Board of War bind themselves & their Successor in Office, not their Executors Heirs & Assigns as above written – this Addition made before Signing

Signed Sealed & Delivd.

in the presence of

Caleb Loring

Jam<sup>s</sup> Swan Jno Appleton

By Order of the Board Sam Phps Savage Prest PT.

1. Mass. Arch., vol. 8, 30–30a.

#### THOMAS CUSHING TO JOHN HANCOCK <sup>1</sup>

Dear Sir.

Boston Dec 16 1776

I have received your favor of the 16 November, hope the express will arrive very soon with the Cash or I shall not know what to do. The ship *Hancock* is arrived from Newbury Port into this Harbour. It was thought she could not by any means lay with safety at Newbury, Capt Manly has therefore exerted himself to get her Round, and has been obliged to be at very considerable expense to execute this business at this season of the year, pray inform me whether I am to provide Sloops for the seamen, and whether it is not the Business of the captain. I think by the rules and regulations of the Navy, it be longs to the captain; however, if Congress orders that they should be purchased and laid in the charge of the Continent for the use of the sailors I shall obey. Capt Manly says that you told him you should give me directions to pay the officers of the ships their back wages or arrearages. I find their commissions are all dated the 10th of October last, but you must be sensible they were appointed and have been employed in the service of the ships long before that time, please to let me know your mind upon this subject. This State has not as yet been able to procure the Cannon for the *Hancock*, and I know not when they will, please to let me know if the Congress will allow the enormous price of one hundred pounds and ten for them to the owners of the furnace in Rhode Island provided I can prevail with them to cast them. I wrote to you sometime ago upon this head but have not as yet been favoured with an answer. The sooner I have the mind of the Congress upon this

head the better. The ship might go to sea in Ten days if she had her guns and men and I could procure some Duck for her light sails. Capt Bradford the Continental Agent tells me there is a considerable quantity of light Duck under his care in one of the Continental prizes which he has wrote to Congress about, but as he does not know but they will order him to send it to the Southward he dares not part with it, pray send him orders to Deliver me as much of it as I may want for the ships, as also any other article he has that will be of use for the vessels. I remain with great Respect [&c.]

Thomas Cushing.

P.S. Pray send me answer by the return of this Express, who carries a letter from the Council which renders it needless for me to write you relative to the proceedings of our Assembly.

The Hon John Hancock Esq.

1. *The Historical Magazine* (Morrisania, N.Y., 1868), 2d series, IV, No. 6, 282.

*Boston Gazette*, MONDAY, DECEMBER 16, 1776

Boston, December 16.

The Enemy are in Possession of Newport, in Rhode-Island, but what Number we have not learnt; and we hear that the noted Joseph Wanton, Esq; is appointed Governor of the same, and has given Orders for those who desire Protection from (what is called) Government, to affix a White Flag to their respective Houses.

We learn, That on Friday last four Vessels, belonging to the Enemy landed about 200 Troops on the Elizabeth Islands, and Plundered from thence about 200 Sheep, besides burning a House and Barn, belonging to Mr. John Read of this Town.

Capt. Tucker, in a privateer from Salem has taken a prize snow, laden with rum, sugar, &c. and sent her into Portsmouth <sup>1</sup>

To be Sold by Public Auction, at the House of John Marston, Esq; in Boston, on Tuesday the 24th of December Inst. at Eleven o'Clock, A. M.

The Prize Brig *Isabella*, about 180 Tons burthen, two years old, and as compleat and well Built a Vessel as any this State affords of her size, and is an extraordinary sailer by the wind.

She has one suit of Sails and Rigging sufficient for them, pretty good, a good Boat, an Iron Cab[oose], and Stores as common. Said Vessel may be seen at Marblehead at present, and the Inventory of her Stores by applying to the Subscriber; and at the Long Wharf in Boston, a few days before the Sale.

And at the same time and place will be sold,

The Cargo of the above-mentioned Brig, consisting of about One Hundred and Forty Chaldron or more of choice Sea Coal and about One Hundred and Twenty Groce of Quart Bottles.

B. Burdick, Auctioneer.

Marblehead, Dec. 13, 1776.

To be Sold at Public Auction, On Friday the 27th December Inst. At Ten o'Clock, A. M. At the House of Ben Burdick, jun. in Marblehead,

The prize brig *Betsey*, about 120 tons burthen; an English built vessel, well found, with sails and rigging; her cables about 100 fathom, each almost new, with a hawser pretty wore, 3 good anchors, boat, &c.—Inventory to be seen, and vessel and appurtenances to be reviewed any time before the sale, by applying to

Benjamin Burdick, Auctioneer.

At the same Time and Place, Will be Sold at Vendue,

A Fine English cable, call'd 130 fathom in length, full 12 inches, about 3800 wt. never used; 2 hawsers of 5 inch, about 100 fathom each, partly wor[n]; 1 anchor of 800 wt. 1 ditto of 200 wt. 4 new [shor]t cannon, 2 pounders; 4 new swivels, well mounted; 2 fine copper stoves, with all the apparatus; a new fore-sail, main-sail and top-sail, of the best English duck, fit for a brig of 180 to 200 tons; several other very good brig's sails; a sloop's jibb almost new; a chest of carpenter's tools, consisting of saws, aug[e]r, caulking irons, axes, hammers, mawls, cannippers, plane, &c. &c. 2 brass compasses.

1. John Tucker commanded the Massachusetts privateer schooner *Harlequin*. See Volume 6.

### JAMES WARREN TO SAMUEL PHILLIPS SAVAGE<sup>1</sup>

Sir/

Plymo Decr 16th 1776

This will be handed you by Capt [Ichabod] Morton of the Schooner *Elen*. which I have Chartered for Maryland. or Pensylvania as you shall Choose for either one or two Trips.<sup>2</sup> I could have wished this Vessels & one Other I have since Charterd had been A size larger, but I was too late to pick & choose. & I beleive they will do very well upon the Terms agreed on she now goes to Boston to Attend your orders supposeing you would Choose to Ship some goods. by her. I have paid the Advance wages to the people. you have therefore Nothing to do. but victual & give your Orders . . . I am with great Respect [&c.]

J Warren

I have made some Contracts for Shott & some for Spears. the Shot Contracted for are none larger than 12 lb & 2 or 3 Tons Grape Mr Lothrop is makeg a large quantity by Contract with the Commissary if you Choose to Consign to the Master I beleive Capt Morton Capable of Transacting the Business

Decr 17. I have this [moment] Bot a Schooner. some Lumber & pickled fish –

1. Mass. Arch., vol. 152, 12, Board of War Letters, 1776–1777. Warren was President of the Massachusetts Board and Savage, President pro tem.

2. Charter is in Mass. Arch., vol. 8, 29.

### CAPTAIN ICHABOD MORTON'S BILL TO JAMES WARREN RELATIVE TO SCHOONER *Ellen*<sup>1</sup>

Schooner: <i>Ellen</i>	Dr
To 1 Co[r]d wood	0 . 8 . 0
To Ship bread	0 . 6 . 6
To 1 lb Candles	0 . 0 . 10 <sup>3</sup> / <sub>4</sub>
Ichabod Morton Master To 1 monthes pay from Decr 11th	5 . 0 . 0
Josiah Clark mate to 1 months pay Decr 13th	4 . 4 . 0
Bartlett Silevester to 1 months pay Decr 13th	4 . 4 . 0

Judah Bartlett to 1 months pay Decr 13th	3. . 6. . 0
Amasa Morton to 1 months pay Decr 14th	2. . 8. . 0

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£19. 17. . 4 $\frac{3}{4}$

Plymo Decr 16. 1776 recd. of Jas: Warren Nineteen pounds, seventeen Shillings & 4d  $\frac{3}{4}$  in full of the above

P – Ichabod Morton

1. Mass. Arch., vol. 8, 28.

JOURNAL OF H. M. S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON <sup>1</sup>

December 1776	Montock's point N50°E 14 Leags
Sunday 15th	at 4 AM sett fore top Sail at $\frac{1}{2}$ past 4 Wore Ship at 5 Got up the Mizen yard at 7 Gott up top Gallt mast & yards at Noon saw Long Island bearing from NNE to WBN. First part fresh Gales & Clear Wr Middle & Latter parts Modt Breezes & Cloudy Weathr at 3 PM Got down top Gallt yards & Doubl'd reef't the Main Sail at 4 PM Long Island No 5 Leags saw a Sail in the SW Qr gave Chace at $\frac{1}{2}$ past 4 fir'd one 9 Pounder to bring the Chace too, at 6 PM She bore down but the Wind blowing so fresh could not speak her at 7 PM Wore Ship & hand'd fore and Mizen top Sails at 8 PM fir'd 2 three pounders to make the Chace make more Sail at $\frac{1}{2}$ past 8 Lay'd too wt the Main top Sail to the Mast at 11 PM the Wind began to Abate a little at 12 Sett fore & Mizen top Sails
Monday 16th	at $\frac{1}{2}$ past 6 AM hoisted out the Cutter and sent her on board of the Chace, found her to be a Transport ship taken by the <i>Alfred</i> Rebel Privateer, on her Passage from Cape Briton to Halifax sent 7 Men on board her, and took 6 Prisoners on board us at $\frac{1}{2}$ past 8 the Cutter return'd hoisted her in & made Sail, Prize in Compy

1. PRO, Admiralty 51/420.

JOURNAL OF H. M. S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

December 1776	Sandy Hook N25.18W 119 Leagues
Sunday 15th	at $\frac{1}{2}$ pt 11 AM Saw a Sail do gave Chace in Company as before First pt Modt & fair Midl & latter Strong Gales and Squally wth Thunder Lightning & Rain, At 6 PM fired a Shot and brot too a Sloop from Harbour Island bound to Nantucket Laden with Salt, <sup>2</sup> put a Petty Officer & 4 Men onboard, do bore away and rejoin'd the <i>Repulse</i> , At 7 brot too Close by the <i>Repulse</i> under the Close Reef'd Maintopsl $\frac{1}{2}$ pt 11 lost sight of the <i>Repulse</i>



Monday 16th At 1 AM took in the Maintopsl & lay under the Mizzen Stayls, the Wind at this time Shifting from the SE to the NW and blowing Excessive hard; At day light the *Nautilus* very near us, but could not see the *Repulse* from our Mast head At 7 AM Saw a Sail in the SE, do set the foresl & bore down to speake her At 1/2 past 8 brot too the Schooner *Lively*<sup>3</sup> from Cape Niclow bound to Piscataqua, do a very High Sea running, lay too under a Mizzen Stayls in Company with the *Nautilus* & Schooner *Lively* —  
First part Strong Gales and Clear, Midl & latter more Modt & fair At 4 PM hoisted out the Cutter & sent on board the Schooner, found her to [be] loaded with 70 Hhds Mellasses & 7 Pieces Cannon

1. PRO, Admiralty 51/380.

2. Sloop *Fame*, Nathaniel Bernard, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. Schooner *Lively*, Benjamin Jenkins, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

#### ROBERT MORRIS TO THE COMMITTEE OF SECRET CORRESPONDENCE<sup>1</sup>

Gentln

Philada Decr 16th 1776

Since I wrote the President this Morning, a Young Gentl came up from Chincoteague where he had landed out of the Sloop *Independence* (Capt Young) belonging to the Continent, this sloop was from Martinico bound hither but was chased into that place by a large Frigate. The Sloop has on board a quantity of Blankets, Coarse Cloths & near 1000 Muskets, which I will take care of. Capt Young staid behind sick & she is now Commanded by Lieut Robinson [James Robertson] who had no paper to write on but sent up word he would push round for this place soon as he cou'd the Goods are what was ordered by the Secret Committee & the *Andw Doria* will bring a good Cargo from St Eustatia where she is arrived. the *Sachem* is also arrived at Martinico, but no News yet from Monsr Hortalez —

You have enclosed the letters from Mr [William] Bingham and Mr [Silas] Deane, the latter complaining as I have long expected he wou'd for want of advices & Remittances, in short if the Congress mean to Succeed in this Contest they must pay good Executive Men to do their business as it ought to be & not lavish Milions away by their own mismanagement, I say mismanagement because no Man living can attend the daily deliberations of Congress & do executive parts of business at the same time. I do aver here will be more money lost, totally lost, in Horses, Waggon, Cattle &c &c for want of sufficient Numbers of proper persons to look after them, than wou'd have paid all the Salarys Payne [Robert Treat Paine] ever did or ever will grumble at Mr Deane has had a hard situation I foretold it long since & unless you employ some Man of Talents to Collect materials & keep the Commissioners abroad Constantly informed of what is passing here, You never will have that Consequence nor your Agents that Dignity they ought to have. I should be glad you woud return me these letters or Copies of them & I will reply from hence, they have been with me but a few minutes & I will not keep the express



any longer as I expect you are hungry as Hawkes after News from France. I cannot keep a Copy of this, but in haste remain, very sincerely Gentl [&c.]

Rob<sup>t</sup> Morris

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 15–17, NA.

CAPTAIN ANDREW SNAPE HAMOND, R. N., TO CAPTAIN JOHN LINZEE,  
H. M. SLOOP *Falcon*<sup>1</sup>

By Andrew Snape Hamond Esquire  
Captain of His Majs Ship the *Roebuck*.

After the first of January next, In case by any accident His Majesty's Sloop under your command should be separated from me, and not be in a condition to keep this station in order to restrain the Kings Rebellious subjects in their endeavours to provide supplies of ammunition and other military Stores, and for the purpose of preventing all Trade and intercourse with the Colonies as well as destroying their Armed Vessels. You are hereby directed to proceed to the Island of Antigua, where you are to put yourself under the command of the Commander in chief, requesting his permission to clean and refit your Sloop in order for the joining Vice Admiral Lord Howe at New York as early in the next Spring as the Season will admit.

Given under my hand on board His Majestys Ship the *Roebuck* in Delaware Bay the 16th December 1776

A S Hamond

The Second Rendezvous to be opened in case of separation from the *Roebuck*

1. Hamond, Orders issued, 1776–1778, UVL.

CARTER BRAXTON TO CAPTAIN JOSEPH CUNNINGHAM, MASSACHUSETTS  
PRIVATEER SLOOP *Phoenix*<sup>1</sup>

Sir

Williamsburg Decr 16th 1776

With the materials with which I have now supplied you I expect you will be ready to embark on a Cruize in a short time with the Men under your command now and such as Mr Floyd shall enlist to the time of your sailing. The Company to whom the Privateer *Phenix* belongs<sup>2</sup> have instructed Mr Phripp and myself to give such directions as appear to us necessary for my part I shall rely in a just measure on your skill and judgment in this Cruize, knowing you are so much better acquainted with these things than myself and only give general directions in particular circumstances. You are I presume to proceed to the West Indies and there endeavour to apprehend some of the English Vessels either those belonging to Great Britain or such as belong to any of their Islands or Countries except Bermudas or the Bahama Islands, or should you hear that the Portuguese are actually taking our Vessels in that case you may seize any of theirs. If you make any captures of any ships or Vessels above described you are to send them into this State directing them to Mr Phripp and myself, but if you should know that our State is stopt up in that case you will order them to Philadelphia to the care of Mr Morris or the nearest Port, giving Orders that immediate notice be sent by Express to Mr Phripp and myself. Should any accident happen to you at Sea

and a refit be necessary you will apply to Mr Isaac Gouverneur at Curacoa or to my Mr Rawleigh Colston at Surinam with my Letters of Credit or any others on whom Mr Phripp shall give you credit for such assistance as you may want which expense is to be charged to the Company as your Men are not enlisted to serve longer than some time in January should they insist any of them to return home to Boston <sup>2</sup> when their time is expired you are by no means to go there with your Vessel but rather put such Men on board some Vessel that may be going to Boston. The terms of their enlistment do not oblige you to carry them home at the end of the time, and the Company will by no means agree that the Vessel should be carried so far out of her way If you prove unsuccessful during the continuance of your Provisions and Stores which expect will serve you three Months, after they are expended you are to return home to receive another recruit of necessaries and Men which are to be engaged on account of the Company but at present I have obliged myself and Messrs Willing and Morris to find a three Months supply of all necessaries whatever, Powder I put over a thousand weight you will remember is our property after the Cruise is over by Agreement.

You are to send me before you sail from York a perfect Account of all your disbursements since you came to this Country and the Articles that have been added to your Vessel &c. Mr Reynolds at York will Supply you with any thing further you may have occasion for there.

Those of the Company that are here have agreed that if you are out near three Months & can take no Prizes, in that case you may return to Boston to discharge these Men and enlist others for a five Months Voyage and that you will apply to Mr [John] Rowe for such necessaries as you may want until you can get here to take in your stores for a further Cruise.

You will remember to send with any Vessel you may take all the Papers belonging to said Vessel with respect to her clearance, age, Owners &c.

Carter Braxton

1. Laurens Collection, Group 19, SCHS.

2. The company to which the *Phoenix* belonged included Braxton and Robert Morris, Papers CC (Claims for Captured Vessels, 1777-1784), 44, 27, NA.

#### JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston]

Monday 16th December, 1776.

Agreed that the first Commissioner do furnish the Clerk with Two Thousand Pounds in Order to proceed to George Town to pay off the People belonging to the *Rattle Snake* Stationed there –

Agreed that the first Commissioner do direct Mr Hezekiah Anthony to Repair on board the *Comet* and Act as Second Lieut on board the said Brigg in Case of Refusal to Act in that Station To Order him on Board the Schooner *Rattle Snake* to Act as first Lieut In Case of Refusal to demand his Commission and Dismiss him the service –

A Letter was wrote to Capt. Edward Allen

Capt Edward Allen

Sir/ The Commissioners of the Navy desire that you will as soon as possible Have the Brigg *Comet* ready to proceed on a Cruise & that you

will Lay before the Board an Indent of all such stores as are wanting for the said Brigg as also a pay Bill made Out to the 27th Inst. that the people may receive their wages to that time I am Sir Your [&c.]

Edwd Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 30.

#### PILOTAGE CERTIFICATE BY LIEUTENANT JOHN WRIGHT, R.N.<sup>1</sup>

These are to Certifie His Excellency Patrick Tonym Esqre Governor of His Majesty's Province of St Augustine, or to whom else it may Concern, That Mr Dan. Gibbons Pilot Extra took charge of the Sloop *Fincastle* under my Command on the 15 December 1776 in St Marys River and Piloted her over the Barr of that place to Sea.

On the 16 took charge of the said Sloop at Sea, and Piloted her over St Augustine Barr into the Harbor of St Augustine where he left her in safety, And I further Certifie that the said Sloop *Fincastle* is employed in the service of Government by order of His Excellency Lord Dunmore, and that I have for the above Pilotage given Three Certificates of this Tenor and Date, Dated on board the said Sloop in St Augustine Harbor East Florida 16 Decemr 1776

John Wright

1. FDRL.

#### DEPOSITION OF JAMES FRASER<sup>1</sup>

Copy Before John Stanley Eqr one of the Members of His Majesty's Council for the Island of St Christopher His Majesty's Solicitor General for his Leeward Charibbee Island in America and one of the Justices assigned to keep the Peace within the said Island of St Christopher.

Personally appeared James Fraser of the said Island of St Christopher, Gentleman, who being duly Sworn on the Holy Evangelists of Almighty God; deposeth and Saith. that on, or about the 16th day of November now last past, he this Deponent, in Company with Captain John Dean and Captain John Spier (Masters of Vessels now lying at anchor in the Road of Basseterre in this Island) being on board a Sloop in the Road of St Eustatius, he this Deponent, upon Spying a Brigantine comeing round the Leeward part of the Said Island of St Eustatius, with a Pendant and Colours flying observed to his Said Companions, that there was a Man of War Tender coming round, upon the Said Captain Dean (to the best of this Deponents Recollection) replied O No by God it is an American Privateer, for "don't you See the Congress Colours with 13 Stripes in them" or expressed himself in words of that Substance and Effect, and this Deponent farther Saith that the said Brigantine Soon afterwards came to an anchor in the Road of St Eustatius on the Larboard Quarter of the Sloop, on board of which this Deponent and his said Companions then were and from whence the Deponent plainly discovered that She carried 14 carriage Guns or thereabouts, and was afterwards informed, & believes that She was manned with 110 Men or thereabouts, was called the *Andrew Doria*, & commanded by one Captain Robbinson [Isaiah Robinson], and this Deponent further Saith that upon the Said Brigantines coming to anchor, the Dutch Colours (which during the Time the Said Brigantine was working into

the Road were flying in Fort Orange in the said Island were hawled down, and that as Soon as the Said Brigantine had brought too, & furl'd her Sails, She fired (to the best of this Deponent Recollection) Eleven Guns and this Deponent further Saith that after an Interval of upwards of a quarter of an hour as he and his said Companions were rowing on Shore he perceived the Dutch Colours in Fort Orange to be hoisting again, and when they were compleatly hoisted, nine great Guns were fired from the Said Fort, after which the Brigantine returned one Gun more. and the Deponent further Saith that upon his and his Companions getting on Shore and going immediately into a Tavern in the Said Island of St Eustatius, where there was a large mixed Company, he found People were discoursing there on the Ceremony of the Salute fired by the Said American Privateer, and of the return of it, by the Said Dutch Fort, and this Deponent further Saith that it was then and there publickly Said by Some of the Company present at the Said Tavern, that the Commandant of Fort Orange hesitated to return a Salute fired by a Vessel under the Congress Colours and that before he would return the Salute, he went to the Governor of the Said Island to have his Directions about it, and that it was by the Governor's order that the Said Salute was returned by the Said Dutch Fort.

(Signed) James Fraser.

Sworn before me this 16th day of Decr 1776.

(Sign'd) John Stanley.

We the above mentioned John Dean & John Spier having heard the above Deposition read do Swear upon the Holy Evangelists of Almighty God that the Contents there of are Substantially true.

(Sign'd) John Dean John Spier.

Sworn before me this 16th day of Decr 1776.

(Sign'd) John Stanley.

1. Admiraliteits Colleges, No. 487, Neth. Arch.

CAPTAIN JOHN COLPOYS, R.N., TO GOVERNOR JOHANNES DE GRAAFF <sup>1</sup>

(A Copy) *Seaford* St Eustatia Road Decr the 16th 1776.

Sir I beg leave to acquaint your Excellency with the arrival of His Britannic Majesty's Ship the *Seaford* in the Road of Statia, being charged with some dispatches from Vice Admiral Young to your Excellency; I beg to know, when it will be most convenient for your Excellency, to let me have the Honor of waiting on you with them.

I beg leave to observe to your Excellency, that it has hitherto been my Custom, since I have had the Honor of Commanding one of His Majesty's Ships, on my Arrival, at any of the Ports, of the States of Holland (where they had a Fort) to Salute the Flag of their High Mightinesses, but at present I am sorry to be obliged ('till I have your Excellencys Answer) to swerve from a rule which I have always considered myself as bound to adhere to, as well from the nature of my Instructions as my own particular inclination, And why I am now prevented from doing what has hitherto been so much my wish (to pay every respect in my Power to their High Mightinesses Flag) is, that reports prevail of their High Mightinesses Fort, having received and returned Salutes, from the Vessels



of the King my Masters, Rebellious Colonists; And Sailing under what they call Provincial Colours; Should such reports be well founded, I must consider it as an insult offered, to His Britannic Majesty, and of course must decline Saluting your Fort; I would willingly hope and believe, that the reports may be premature, and if your Excellency will assure me that no such insult has been offered to the King my Master, I shall immediately Salute your Fort with 11 Guns, on your Excellency's assuring me that a like number will be returned. I have the Honor to be &ca

Jn<sup>o</sup> Colpoys

1. PRO, Admiralty 1/309.

GOVERNOR JOHANNES DE GRAAFF TO CAPTAIN JOHN COLPOYS,  
H. M. S. *Seaford* <sup>1</sup>

(Copy)

St Eustatia Decr 16th 1776.

Sir, I have duly received your very acceptable Letter of this date and have the pleasure of Congratulating you upon your safe Arrival in His Brittannic Majesty's Ship of War the *Seaford* in the road of this Island, & hope I shall have the Honor of receiving the dispatches of His Excellency Vice Admiral Young from your hand to morrow forenoon any Hour you will be pleased to mention.

I am much concerned that any report should have prevailed here, or elsewhere, capable of determining you to decline giving or receiving the Ordinary Marks of that friendship and cordiality, which have long Subsisted & I flatter myself will long continue to Subsist between His Brittannic Majesty & their High Mightinesses, the Lords States General of the United Netherlands, my Masters; As it neither is, nor ever hath been the Custom of this Port to demand the Passports of foreign Vessels, Merchantmen entering this Port & Saluting the Fort have been always Saluted in return as such, that is with two Guns less than the Salute given; but I can boldly affirm that no Insult hath been knowingly offered or intended to the King your Master, which induces me to presume, that upon reflection you will see cause to Suspect many of the Informations you may have casually received, and believe that I shall be extremely happy in showing those distinctive Marks of Attention to the British Flag, which Subsisting treaties between two Nations in Amity have established; and in returning the Salute, when you will be pleased to honour my Fort with it, with the same number of Guns. I have the Honor to be &c

Johannes De Graaff

1. PRO, Admiralty 1/309.

CAPTAIN JOHN COLPOYS, R.N., TO GOVERNOR JOHANNES DE GRAAFF <sup>1</sup>

Sir *Seaford* St Eustatia Road December the 16th 1776.

I have just now been Honoured with your Excellency's answer to my letter of this days date, and beg leave to acquaint you that I will do myself the Honour of waiting on your Excellency with Vice Adml Youngs dispatches to morrow at 11-o'-Clock I have the honour to be Sir [&c.]

was Sign'd J. H. Colpoys's

1. Tweede West-Indische Compagnie, No. 639, 926-27, Neth. Arch.





*Johannes de Graaff, Governor of St. Eustatius*

17 Dec.

MEMORIAL OF ADAM BABCOCK TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble the Council of the State of Massachusetts-Bay now Sitting at Boston –

The Memorial of Adam Babcock of New Haven in the State of Connecticut Merchant, in behalf of himself & the other Owners of the Privateer Briggantine *Fanny* mounting Fourteen Carriage Guns now lying at Dartmouth, within this State, humbly sheweth

That Your Honors Memorialist together with Thos Mumford Esquire of Groton, Wm Hart Esq. of Say Brook, Saml Brown Esq of Guilford, Mr Thos Hazard of New Haven & Mr John Grenell of Fairfield all of the State of Connecticut Merchants, and Mr. Archd Blair of the City of Philadelphia Merchant are Owners of the said Privateer, that they have Victualed, Arm'd & Man'd said Privateer at a very great expence at Providence in the State of Rhode Island, that she being ready to proceed on her Cruise Sailed from thence on the 4th Inst. & put into Dartmouth not having a favorable Wind to go to Sea, & is now prevented Sailing on her intended Cruise from thence, by an Act of the Honble General Court of this State, bearing Date the 7th Instant to the very great damage & loss of Your Honors Memorialist and the other Owners, who have expended the Sum of Six thousand pounds Lawful Mony in the purchase & equipment of the said Vessel she being an exceeding fast Sailing Bermudian Briggantine – He therefore humbly prays Your Honors to grant leave for the said Privateer to depart from this State upon her Cruise – and your Memorialist is the rather induced to hope for this indulgence from Your Honors as the said Briggantine is not owned by an Inhabitant of this State, is principally Maned with people from the State of Connecticut and only put into Dartmouth to make a safe harbour from whence she would have sail'd before this had she not been prevented by the said Act – And Your Honors Memorialist as in Duty bound shall ever pray –

Adam Babcock

Boston in the State of Massachusetts Bay, Decemr 17th 1776 –

[Endorsed] In Council Dec 19t 1776 Read & Ordered that the Prayer of the Memorial be Granted and that the Memorialist have and he hereby has Liberty to sail his said Brig from the Port of Dartmouth upon her intended Cruise the Embargo notwithstanding –

John Avery Dpy Secy

1. Mass. Arch., vol. 166, 123, 123a.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 17th Decr 1776. A. M.

Order'd, that Capt [John] Ayres attend the board relative to the prize of the *Alfred*, which Capt Jones reported he left five days ago, bound to the Southward.<sup>2</sup> Capt Ayres attended, & acquainted the Board, that his Main Mast was broken; thereby disabled from pursuing the purpose of intercepting the Prize. –

Capt [John] Skimmer & [Daniel] Waters, attended the Board, about going with their Vessels after the *Alfred's* prize: Reported that they were unprepar'd & cou'd not proceed on the Cruize. —

Order'd, Capt [John Foster] Williams to fix out the Briga *Massachusetts*, of which he is appointed Capt. —

Great Complaints have been offer'd to the Board against the Commanders of the Forts at Hull, & on the Castle; relative to firing at Ships, (belonging to the Continent) entering the Harbor

Voted, that James Swan be Secretary to this Board, untill Mr Austin return to Town. —

Order'd, that he be qualified for the Office by taking the Oath; which was done, and a Copy is now on file. —

Mr [John] Brown, a Committee to Charter Mr Sargeants Vessel, Reported, That Mr Sargent will deliver the Schooner ready for the Sea; he receiving a gratuity of £20. in lieu of Commissions, 8/P Ton P Month, and that he be insured against all risques. —

Order'd, that a Letter be written to the Continental Agent, recommending his ordering one or more Schooners to go after the *Alfred's* prize immediately. —<sup>3</sup>

1. Mass. Arch., vol. 148, 52–57.

2. The prize ship *Mellish*. It was feared she might sail into British-occupied Newport.

3. Samuel Phillips Savage to John Bradford, December 17, 1776, Mass. Arch., vol. 151, 8, Board of War Letter Book, 1776–1780.

JAMES WARREN FOR THE MASSACHUSETTS BOARD OF WAR, TO SAMUEL PHILLIPS SAVAGE<sup>1</sup>

Sir

Plymo Decr 17th 1776

This goes by Capt Bartlett of the Schooner *Elizabeth* Chartered on Acct of the Board for South Carolina. Maryland or Pensilvania. She is a fine Schooner of 46 Tons & I am told he is very Capable of selling or purchaseing a Cargo in either of those places. if you think proper to Consign to him. Months wages are already paid. you will therefore furnish him with such Stores & Cargo as you shall think proper. & dispatch him that he may go another Trip if you want it. I have another Schooner of a smaller size which I shall send up next week. unless you think best to order her from here. I shall either purchase or hire one more perhaps this day. & shall hire one for the West Indies if I can make a Cargo which I have some prospect of. when you dont approve of my Conduct you will recall me I am [&c.]

J Warren

1. Mass. Arch., vol. 152, 13, Board of War Letters, 1776–1777.

ROBERT MORRIS TO JOHN HANCOCK<sup>1</sup>

Sir

Philada Decemr 17th 1776.

Mr [George] Walton, Mr [George] Clymer & myself, thought it advisable to open the enclosed letter, last night that we might judge if the expense of another express should be incurred or detain it for the Post, which we concluded to do as I had wrote You the unfortunate Fate of Genl [Charles] Lee before. I am sorry

to inform you that the *Roebuck* & *Falcon* Men of War are in Delaware Bay & two Bomb Ketches said to be in the offing. on Rect of this News (which is certain) I hired a Pilot Boat, & sent her with a letter to Capt Biddle, & all the other Vessells outward bound, desiring them to stop or come back. so that my labours appear to be lost & sorry I am for the disappointment, however its likely the first smart NoWester may give us an opening to push them out. I have just heard that a party or partys of the Enemy were yesterday at Moors Town & Haddonfield in the Jerseys opposite to this & distant about 7 to 9 Miles, what their Views are I cannot say, but by the appearance of the Men of War below & the Bomb Ketches being said to have sailed from N York it would seem as if these party's meant to make their way to Red Bank erect Works to command the chevaux de Frize & then to come up with the Ships this however is mere matter of speculation. Colo Griffin is I understand gone over with about 800 men, but I fear he will not be strong enough for them. I have the honor to be very respectfully Sir &c

Rob<sup>t</sup> Morris.

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 18-19, NA.

ROBERT MORRIS TO JAMES MARTIN<sup>1</sup>

Sir

Philada Decemr 17th 1776

You will find herein Bills of Loadg for sundry goods on board the Sloop *Independence* Commanded by Lt [James] Robinson<sup>2</sup> now at Chincoteague be pleased to receive these goods have them Carted Across to the best and nearest Landg on Chesapeake, hire a good Boat or Craft and send them over to Cumberland or Fork River Consigned to Benjamin Harrison junr Esq of Charles City Co Virginia. advise him by letters the goods are the property of Willing & Morris & Co and they will Send him an Invoice and orders respecting the Sale of them – Your Compliance shall be thankfully Acknowledged and your trouble Compensated by Sir [&c.]

Rob<sup>t</sup> Morris

P.S. The sooner this is done the better

Decr 18 Its probable that other Vessells may arrive at Chincoteague or Sinepuxent with Goods on board for my House or myself & in such case I wish you woud take charge of them & write to me here or at Baltimore for Orders.

R M –

1. Bank of North America Papers, HSP.

2. First Lieutenant James Robertson, who had taken command of the Continental sloop *Independence*, when Captain John Young had been left ill in Martinique.

MAJOR THOMAS PROCTOR TO THE PRESIDENT OF THE  
PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

Sir,

To-morrow the ferry at Rudolphs' will be in order, and I have got two boats to ply to Fort & Province Islands, agreeable to your Instructions, Capt. Rice's Gally arriv'd from Cape about an hour ago, and Anchors off the Fort. The Lieut. of which Informs of Eight Ships and three tenders being in the Cape, the *Fowey* and *Roebuck* is supposed to be two of them. The vessels which were leaving port



are some of them gone into Morriss river, others into Christeen, &c., one vessell taken, said to be a Frenchman. I should be glad to have some Casks of powder sent down here, as there is room in the magazine. The Floating batterys expects supplies from the Garrison, as they have but Fifty rounds for each Gun. It is more than probable that these ships would not attempt our river at this precarious season, did they not Intend forcibly to form a Conjunction with Lord Howe, under these Conjectures, think it highly Expedient that a sufficient number of men Should be thrown in Immediately for the Defence of this place, being Exceeding weak, by a reason of Detachments being sent to Join the Grand Army, & Desertions so prevalent, & be assured if I am suitably furnished with men, provisions and stores, the English shall purchase deer what ever they get from me. I am, Sir, [&c.]

Thos. Proctor.

Fort Island, Tuesday Eveng, 7 o'Clock, Decr 17th, 1776.

N.B. – Something ought to be done to prevent their possessing themselves of Red Bank & Billings' Port, as I have not been able to do any thing at either for want of men.

1. *Pennsylvania Archives*, 1st series, V, 118.

#### JOURNAL OF THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Annapolis] Tuesday, December 17, 1776.

Ordered That Capt. Paddison [William Patterson] immediately proceed with all the Hands he can procure, to the Head of Elk, there to assist in bringing down the Vessels containing the continental Stores, to Baltimore Town.

[Ordered] That the said Commissary [of Stores] deliver to Capt. Paddison two Jackets, and as many Pair of Shoes, and as much linen as he may want for his men.

Commission issued to James Phillips appointed Commander of the Sloop *General Lee*, mounting 10 Carriage Guns and 8 Swivels, he having complied with the Resolution of Congress.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

#### STORES DELIVERED TO VIRGINIA STATE SLOOP *Scorpion* <sup>1</sup>

[December 17, 1776] <sup>2</sup>

Copy of Receipt given Sloop <i>Scorpion</i>		
8 Carridge Guns	3 poundr	4 Spare Quoins
Compleat		10 " Trucks
450 Round of Shott		12 Water Casks
20 Bags Langrage		Difft Sizes
3 Rope Spunges		6 Large Oars
8 Cartridge Boxes		Some pig Iron said to be 17 Tons
2 formers		or thereabouts, more
150 Iron Grape Shott		or less

W<sup>m</sup> Richards

1. Papers concerning the State Navy, vol. 2, 236, VSL.

2. Date based on entry in Navy Board Journal, 141, VSL.



VIRGINIA NAVY BOARD TO CAPTAIN ROBERT TOMPKINS <sup>1</sup>

[Williamsburg] December 17th 1776

Having receiv'd a letter from Doct McNicholl of your arresting and treating him in a manner very unbecoming an Officer in his Station, You are therefore to discharge the Doctor from his present confinement and send him up to this Board with your complaint in writing – and without the least delay proceed up the Bay for the Arms, that business requiring the greatest dispatch.

By order of the Board  
Thomas Whiting

1. Navy Board Letter Book, VSL. Tompkins commanded the galley *Henry*.

GOVERNOR CRAISTER GREATHEAD TO GOVERNOR JOHANNES DE GRAAFF <sup>1</sup>

Copy.

St Christophers 17th Decr 1776.

Sir, At a time when the antient Treaties of alliance and Friendship between Great Britain and the States General are existing in their original Spirit & Vigor; when their High Mightinesses as well as the other Sovereign Powers of Europe behold with astonishment & indignation and have Solemnly expressed their abhorrence of the unnatural Rebellion stirred up by the Subjects of the King my Master on the continent of North America, and have given the most earnest assurances of withholding all Succour & Countenance to them in the prosecution of their treasonable attempts against the Supremacy & Constitutional authority of Great Britain over them; it is with the deepest concern that I find my Self called upon to remonstrate to your Honour against the repeated & avowed encouragement and Protection which these rebellious Colonists have publicly received and still daily meet with in the Island over which you preside.

The Performance of this unpleasing, yet indispensable part of my Duty hath been hitherto delayed from a disinclination in me to give credit merely to publick Fame, and from my unwillingness to believe that the antient and natural allies of Great Britain could be so far regardless not only of the common principles of national Policy but of the Sacred obligations of Treaties, as to cherish & uphold British Subjects in their unjustifiable & rebellious Practices against their parent State; but it is now, Sir, from the most authentick Information that in the name of my Royal Master I complain to you.

That not only Supplies of all Sorts of Provisions and warlike Stores are almost daily & publicly furnished by the Inhabitants of St Eustatius to His Majesty's said rebellious Subjects, but that Vessels have been also equipped & Set forth in a warlike manner from that Island for the express and avowed Purpose of cruizing against & making Prize of the Ships and properties of his peaceable & faithful Subjects.

That in particular a Sloop called the *Baltimore Hero* thus equipped & set forth did actually on or about the 21st day of November last under certain colours called Those of the continental Congress almost within the Reach of the Batteries of St Eustatius piratically Seize and take possession of a Brigantine & her Cargo bound from this Island to St Eustatius the Property of Mr Forster McConnell a British Subject resident in the Island of Dominica, which Sloop after this act of

Piracy notoriously committed within Sight of the Dutch Forts returned into the Road of St Eustatius with her Colours flying & there continued to receive every mark of Support & Protection.

That an armed Vessel called the *Andrew Doria* commanded by one Capt: [Isaiah] Robinson, belonging to & in the Service of the said Rebels did some time about the middle of November last, publicly enter and come to an anchor in the Road of St Eustatius & with Colours flying known to be those of the Rebels called the Continental Congress Saluted with Thirteen Guns Their High Mightinesses Fort called Fort Orange & which Salute was afterwards with the Solemnity due to the Flags of Independent Sovereign States returned to the said Vessel by the said Fort, which Vessel was afterwards permitted to take in a Loading of Gunpowder & other necessities of war & Provisions at St Eustatius for the use of the American Rebel Army.

Individuals there are to be found in every State, who from the Sordid Principle of gain will be tempted to transgress every publick Law by which the State is bound But with every possible allowance for the Errors of Humanity, & the political offences of private Persons, it must be evident to you, Sir, that a partiality & conduct similar to the one herein complained of even in favour of a Sovereign State in Amity with the States General, but at Enmity with Great Britain, would be a flagrant Violation of the many compacts now existing between our Two Courts. How much more then must those compacts be infringed by extending such assistance & avowed countenance to the proscribed Rebels of Great Britain? In no other light can these deluded People be lawfully considered, for they have been declared such by the Sovereign Authority of Great Britain, & the Law of nations acknowledges no such Right as that of a lawful War waged by Subjects against their Sovereign State. In this Character have they been accordingly hitherto considered by the different Princes & States of Europe, & consequently their captures at Sea, under the authority of their usurped Powers, can be but piratical Depredations. But to the Scandal of all publick Faith and national Honour, it has remained for a dutch Settlement to be the avowed abettors of their Treasons & Promoters of their Piracies, & for their High Mightinesses Forts to be the first publick Recognizers of a Flag hitherto unknown in the Catalogue of national Ensigns.

The Duty of the King's Commission, which I have at present the honour to execute, and the Zeal I bear for His Majesty's Service would not allow me to withhold from you, Sir, a representation of Facts so injurious to that good Faith, union & Harmony, which on the part of my Royal Master have been so uniformly cultivated with the States General. In his name do I therefore call upon you, Sir, the Governor of their Island of St Eustatius for an exemplary atonement for the Indignity offered to His Majesty's Colours by the Honours publicly paid by Fort Orange to those of His Rebel Subjects. And I do more over, Sir, require (and do not doubt) that when you shall have reflected how grossly the Treaties between our Two Courts have been Violated in the Instances above alledged, you will not only exert your authority to prevent a Repetition of those Breaches of Faith, but will also take effectual Steps, that ample Reparation may be made to the Sufferers by the Piracy committed by the Sloop the *Baltimore Hero*, and that the Partners,

Sharers and abettors in that act be found out & apprehended, & that they may suffer condign Punishment for a Terror to others.

I have thought proper that these my Sentiments should be delivered to your Honour by as respectable a conveyance as I could. I have therefore for this purpose made choiche of Mr [John] Stanley, a member of His Majesty's Council, and His Solicitor General, who will have the Honour to present them to you, & wait your Reply. He is fully instructed and authorized by me to discuss at large this Subject, & the several Treaties which are the Foundation of this application, and I doubt not your proper Reception of Him and his Commission. I have the Honour to be &c.

(Sighn'd) Craister Greathead.

1. Tweede West-Indische Compagnie, No. 639, 204-07, Neth. Arch.

**18 Dec.**

PETITION OF JONATHAN TITCOMB TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honle Council of the State of Massachusetts Bay  
May it please Your Honors

Your Pititioner being Desirous of importing Provisions into this State From Carolina and being Acquainted that Liberty may be granted by Your Honors for that Purpose beg the favour of Your Honors granting Permission for His Schooner *Ranger*, 60 tons burdn, Jeremiah Pearson Master to proceed from this Port Under Such Restriction as shall seem Meet, to Some of the united States of America for the purpose Of importing into this State the Produce growth Or Manufacturis of the Same And as in Duty bound Will ever pray &c

Jona Titcomb

Newbury Port 18 Decmr 1776

N.B. Cargo out 6hh Sugr —

[Endorsed]. Council Chamber [Boston] Decr 20th 1776

To the Naval Officer of Newbury Port permit the Schooner *Ranger*, whereof Jeremiah Pearson is Master bound to South Carolina, Burthen about 60 tons to take on Board six hh Sugr and proceed on her sd Voyage, said Master giving Bond that he will import into this State in sd Vessel Provisions, and Naval Stores, the Dangers of the Seas and Enemy excepted

1. Mass. Arch., vol. 166, 128.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

Council Chamber [Boston] Decr 18 1776

The Board having been Informed that Capt Jones Commander of one of the Continental Armed Vessells has brought into this Harbour of Boston About One hundred and Forty Prisoners from on board sundry prizes he has lately taken and whereas it will be inexpedient to have so great a number of Prisoners lodged & Continued in this or any other State as these now taken together with those already in this Government will amount to, and whereas There are a number of Persons belonging to several of the United States now in New York which have been lately made Prisoners by our Enemies

Therefore Resolved that in the opinion of this Board it will be most for the advantage of this & the other United States that an Exchange of Prisoners be made as soon as may be & that it be & hereby is Recommended to John Bradford Esqr the Continental Agent, to Employ one or more of the Continental Schooners now in this State as a Flag of Truce & to send them to the State of New York with the Prisoners now here, Excepting such as are in the Land Service in order to be exchanged for such Americans as are now Prisoners there, and the Secretary is hereby directed to serve John Bradford Esqr with a Copy of this Resolution –

1. Mass. Arch., vol. 166, 124.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir

Providence December 18th 1776 –

I receiv'd yours of the 15th instant and am very glad to hear you are safe Arrived; as it would have been Impossible for you to have got in here – I wish your Prizes may get in Safe – If you can you may hire a Pilot to go in some Small Vessel, off, or about Nantucket, to give the Prize Masters an Account of our Situation here, and order the Prizes to Boston –

As to any alteration of the *Alfred* I have receiv'd no Orders from the Marine Committee about that matter, owing I suppose to the difficulty of the Times – and as Capt'n Hinman has a Commission for the *Alfred*, do not know at present but it may be best for him to take her, and for you to go onboard the *Columbus* – however shall write or come down to Boston soon – in the mean time you will get the Ship alongSide the Wharf, and her Stores Secured – And as some of the Mens times are out that they Enlisted for, you may get their Accounts Settled, and give them an Order for the ballance, taking Care to Charge what was Advanc'd them in Philadelphia – those who belong to Philadelphia or have Wives there, you will give an Order on Mr James Read for One half their Wages, and pay the rest – and call on Mr John Bradford for Money to enable you so to do, who I have wrote to Supply you –

If my Son Esek wants to come home to See his Friends, you will be kind enough to give him leave –

The Owners of the Privateer <sup>2</sup> made a great Noise about your taking the Men out of her, and have brought an Action, but I think they will make nothing of it – We have likewise brought an Action against Capt'n [Isaac] Field for taking our Men – I am Sir Your Friend [&c.]

Esek Hopkins Cr in Chief

P.S – You will deliver the Prisoners you have onboard the *Alfred* to the Officers of the State you are in – Yours &c

E. H –

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 183–86, NA.

2. Schooner *Eagle*.

COMMODORE ESEK HOPKINS TO MIDSHIPMAN ESEK HOPKINS, JR. <sup>1</sup>

Dear Son

Providence December 18th 1776 –

I receiv'd yours, and have wrote to Mr John Bradford Agent <sup>2</sup> to pay you all my Share of Prize Money in his hands which you may Receive and make use of as



much as is Necessary, and bring the Rest home to me. I have wrote to Captn Jones to let you come home – but would have you get your Account from the Clerk Stated, and get Captn Jones to Sign it –

Your Mother Brothers & Sisters are well – I am Your Affectiont Father  
E H –

To Mr Esek Hopkins junr onboard the *Alfred* at Boston –

1. Hopkins Letter Book, RIHS.
2. Hopkins Letter Book, RIHS.

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 18th Decr

A Prize taken lately by a Rebel Privateer, came into the harbour yesterday, not knowing the Island was in our possession. She struck after a shot or two had been fired at her.<sup>2</sup>

1. *Mackenzie's Diary*, I, 128.
2. Mackenzie noted in his diary, December 25, 1776: "The Prize that was taken on her entering the harbour a few days ago, is one of a Coal fleet from Louisbourg to New York. She was taken by the *Alfred* Privateer belonging to Providence, and was sent in here by her not knowing the place was taken. The *Alfred* took three other vessels out of the same fleet, and she and them are daily expected in."

#### JOURNAL OF H. M. S. *Preston*, CAPTAIN SAMUEL UPPLEBY.<sup>1</sup>

Decemr [1776]	Remarks . . . off Rhode Island.
Wed 18	a strange Sail came into the harbour, fired 5 shot to bring her too, & sent our boats Manned and Armed as did the rest of the Ships by Signal, at 11 the Boats boarded her Strong Gales & squally with a hard Frost 2 pm the Boats returned with the <i>Betty</i> a Transport from Louisburgh which had been Taken by the <i>Alfred</i> an American Privateer.

1. PRO, Admiralty 51/720.

#### JOURNAL OF H. M. S. *Sphinx*, CAPTAIN ANTHONY HUNT <sup>1</sup>

December 1776	Moor'd as before between Connonicut & the Main.
Wednesday 18	AM sent the boat to the assistance of the Prize Sloop, she being on Shore, Lost in getting her off a Grapnail and Boat's Warp; at 9 Saw a Ship passing by the Western Channell towards Rhoad Island, at 11 heard the report of Guns to the Eastward, Rebels plundered her [the prize sloop] of two Swivels & sundry Gunrs Stores

1. PRO, Admiralty 51/922.

#### JOURNAL OF JOHN TREVETT <sup>1</sup>

[Sloop *Providence*, December 6 to December 18]

Shortly after (the 6th of Dec,) the British took possession of Newport. The ship *Warren*, Ship *Providence* & Sloop *Providence* lay near Gould Island, but



we made the best of our way to Providence, while the British fleet was running into Narriganset bay: the Sloop *Providence* had some men on shore on Gould Island cutting wood, I perceived a large quantity of hay stacked up there, I ordered one of the men to give me a brand of fire. I stepped into the barge and our Sloop hove too, until I set fire to all the hay on the Island, as I well knew it would fall into the hands of the British, and all I received for this was the loss of a silver knee buckle, and a Waistcoat, but had great contentment of mind, which money cannot purchase, then we hauled our wind to the north end of Jamestown Island, the wind being S.W. as soon as we opened Narriganset bay, there was nothing to be seen but Ships, we under easy sail wishing some of them to give chase, we lay in the way until we gave them 3 shot, when immediately 3 of their ships with all sail they could pack, gave us chase, which we wanted, and we under easy sail stood up for Warwick neck, they finding we intended to get them a ground, signal was given from the Com. of the British Fleet and they gave up the chase, and then we went up to Providence. A short time after, one of our prize Ships running in for New Port, was taken after receiving a number of shot being cut off by one of their Ships near Prudence Island, and carried back to Newport,<sup>2</sup> so ends this cruise. —

1. Trevett's Journal, NHS.

2. The coal ship *Betty*.

#### JOURNAL OF THE CONNECTICUT GENERAL ASSEMBLY<sup>1</sup>

At a General Assembly of the Governor and Company of the State of Connecticut holden at Middletown by adjournment on the third Wednesday of December, being the Eighteenth Day of said Month Anno Domini 1776.

Resolved by this Assembly, That an Embargo be and the same is hereby laid on all privateers and on all shipping whatever except continental vessells and armed vessells belonging to the respective States on permission being first had and obtained from his Honor the Governor and his Committee of Safety to depart.

And provided also, and it is hereby resolved, That his Honor the Governor with the advice of his said committee may at any time permit such vessels to sail as they may judge necessary to import such medicines and other necessities as they may think wanted for the good of the State.

Said embargo to continue till the rising of this Assembly in May next. Provided nevertheless, that his Honor the Governor with the advice of his said committee may suspend the same within said time if found requisite. And the Governor is desired to issue a proclamation accordingly.

1. Hoadly, ed., *Connecticut State Records*, 89, 123.

#### VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS<sup>1</sup>

Number 16.

*Eagle* Off New York

Sir

December the 18th 1776.

By the Receipt of your Letter of the 19th of October, I have the particular Satisfaction to be advised of the Approbation their Lordships have done me the Honor to express of my Proceedings to the Date of the Dispatches delivered by Major Cuyler, who arrived here the 15th Instant.

The large Detachment of the Army which pursued the Rebel Forces through the Jerseys for an Extent of near Ninety Miles to the Banks of the Delaware, being now of Necessity retired into Winter-Quarters; I have nothing concerning the present Disposition of the Ships to add to my last of the 12th Instant, by this Opportunity.

I received Letters yesterday from Sir Peter Parker, to let me know that the King's Forces under the Command of Lieutenant General Clinton took possession of Rhode-Island the 7th without Opposition; And that he had ordered the *Mercury* for England with the Lieutenant General's Dispatches, and to give their Lordships the earliest Intelligence of that beneficial Acquisition. I have added Copies of the Commodore's Letters, by this Conveyance.

The uninterrupted Progress of the Army having removed the Rebel General Washington (under whose Authority the Exchange of Prisoners on this Part of the Continent could only be then negotiated) too far distant for continuing the Communication; And the Appointment of the late Armament preventing the Effect of an Intercourse I had subsequently opened with the principal Persons in Authority at Rhode Island and Providence Plantation, with better Prospects of Success; I have not yet derived any material Benefit from the Proposition.

I do not trouble their Lordships with the Papers on the Subject referred to in Sir Peter Parker's Letter, as the Matter is of no consequence, and I shall now probably have an Opportunity to renew the Overture with better Advantage.

You will, Sir, have been already apprized from the Contents of my preceeding Letters, of the regard which has been had to the Subject of their Lordships pleasure, respecting the return of the Petty-Officers appointed to superintend the Navigation of the Transports of different Descriptions. Such as are since arrived, will take their Passage in the *Bristol* and the same Care will be continued in future Instances.

Equal Attention will be shewn to their Commands for the Dismission of the Agents of Transports, as they can be spared. But their Continuance here is so essential for carrying on the various Duties incident to this Branch of the conjunct Service, that I cannot at present say how soon a Decrease of their Numbers might be made with any Propriety. And when I have observed, that those Duties have consisted of repeated Embarkations and Landings, often of very considerable Corps of Troops, for near four Months, I am persuaded I shall be excused for any seeming Delay in that respect.

The State of the *Asia* and *Experiment* is such, that there will be a necessity for sending them to England. But as the calls for the Use of practised Seamen have been so various and frequent, and will be so soon renewed in a still greater Proportion, should this unhappy Contest (as there is yet too much reason to apprehend) continue any part of the next Year, it is not without great Uneasiness that I divest myself of the Aid of those Ships, under the Uncertainty whether they can be seasonably returned or replaced: Having to request that I may be strengthened with Six Sail of not less than sixty-four or sixty-Gun Ships in Addition to the Naval Force appointed for this last Year, to co-operate in the proposed Services of the Army next Campaign. It is desirable for this End, that such Reinforcement should be arrived here (or at Rhode-Island, as Circumstances of

Weather upon the Coast may induce) before the End of March. I am, with great  
Consideration, Sir [&c.] Howe

[Endorsed] R 23rd Febry, at 11 PM (5 Inclosures)

1. PRO, Admiralty 1/487.

PENNSYLVANIA COUNCIL OF SAFETY TO GEORGE WASHINGTON <sup>1</sup>

[Extract]

Philadelphia December 18th 1776

Yesterday Captain John Rice commander of a Lookout Vessel which we  
Stationed at Cape May arrived here from his Station and informs us that Five of  
the Enemy's Ships with three Tenders are in our Capes. The *Roebuck* and *Fowey*  
are of the number, the names and force of the others we are ignorant of – We  
presume they do not intend up our River, unless General Howe's future move-  
ments should encourage them. . . .

1. Washington Papers, LC.

PENNSYLVANIA COUNCIL OF SAFETY TO CAPTAIN RICHARD EYRES <sup>1</sup>

In Council of Safety,

Sir,

Philada., 18th Decem. 1776.

You are hereby ordered to use your best endeavour to procure if possible a  
sufficient number of volunteers immediately, to man your Schooner <sup>2</sup> and proceed  
in consort with Captain Rice to Christiana Creek to protect the Public Stores and  
the Merchant Vessels that lay there, particular instructions will be given to Captain  
Rice, who will take the command on that Station.

1. *Pennsylvania Archives*, 1st series, V, 119.

2. The *Delaware* armed schooner.

*Pennsylvania Packet*, WEDNESDAY, DECEMBER 18, 1776

Philadelphia, December 18.

Since our last arrived here the privateer brig *General Montgomery*, James  
Montgomery, Esq; commander, who has brought in with him the ship *King*  
*George*, which he took on her passage from Jamaica to London; her cargo consists  
of gold dust, ivory, rum, sugar, &c.

JOURNAL OF H. M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE <sup>1</sup>

Decr 76

Cape Henlopen Light House SbWt C. May SEbE½E  
abt 5 Miles

Wednesday 18th AM Saw a Sail standing down the river, Sent the Boats Mann'd  
& Arm'd to the Sail, which was a Sloop. they run her ashore  
under C May. the Boats boarded her, but the Rebels firing on  
the Boats they return'd without the Vessel. –

1. PRO, Admiralty 51/336.

RETURN OF CAPTURE OF SCHOONER *Success* BY CAPTAIN ANDREW SNAPE  
HAMOND, R.N. <sup>1</sup>

Account of one Vessel Seized as a Prize by His Majesty's Ship the *Roebuck* under my command the 18th Decr 1776 Vizt at the mouth of the River Delaware

When Taken	*18 Decr 1776
Where Taken	Cape May
Name of the Vessel	<i>Success</i>
Master	Jno Burrows
Owner	Messrs Mercer & Schantz
Residence of the Owner	New Brunswick, Jersey
Numr of	
Tons	70
Men	5
Guns	—
From	Hispanolia
Where Bound	Philadelphia
Lading	Molasses & Rum
How Rigged	Schooner
To what Port Sent	New York
To Whose Care Consigned	Geo. Cherry Esqr

NB — No papers of any kind found on board

A. S. Hamond <sup>2</sup>

1. Ships' Papers, Misc., HSP.

2. Return found on board when recaptured by Captain John Baldwin in the Continental schooner *Wasp*.

LIEUTENANT JOHN BURNELL TO DANIEL OF ST. THOMAS JENIFER <sup>1</sup>

Sir, Baltimore Decemr 18th 1776

I am to inform you that, last night Capt George Cook Departed with about Sixty or Seventy Men, Mr [Henry] Auchinlick his first Lieutenant and the other Officers belonging to the Ship *Defence* under his Command, for the Head of Elk, from whence they are to proceed to Philadelphia with an intent to join the Forces there. —

I would have attended him, but was obliged to give place to my Senior Officer, wherefore I was left in Command of the Ship 'till Capt Cook's return from the Expedition, which I expect will not be 'till Howe's expulsion from the Jerseys, which I'm in hopes will be soon. I have the Honor to be [&c.]

John Burnell <sup>2</sup>

1. Red Book, XIII, Md. Arch.

2. Second Lieutenant in the *Defence*.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY <sup>1</sup>

[Williamsburg] Wednesday December 18th 1776

Information being this Day given to the Board that the Sloop *Margaret Rich-*



ard Nestor Master now lying in Pamunkey River together with her Cargo is the Property of a certain Robert Shedden and other Persons inimical to the United States of America It is therefore Ordered that the said Sloop *Margaret* be attached by the Marshall of the Admiralty and that the said Nestor be cited to appear in the said Court and answer the Libel of James Barron and others respecting the said Vessel and Cargo

Ordered that Mr James Hubbard who conducted the Sale of the Cargo and Stores belonging to the *Oxford* a Prize taken by the Captains James and Richard Barron make out an Account thereof and state the proportions of the Shares due to the said Captains, their Officers and Men without delay and return the said Account to this Board agreeable to the Regulations of the Navy Board.

Ordered that a Warrant issue to Captain Gabriel Jones for four hundred and seventy three pounds twelve shillings upon Account for the purpose of enlisting his Company of Marines into the Land Service agreeable to Act of Assembly Bond executed acknowledged and ordered to be filed

Ordered that a Warrant issue to Captain John Lee for four hundred and seventy three pounds twelve shillings upon Account for the purpose of enlisting his Company of Marines into the Land Service agreeable to Act of Assembly Bond executed acknowledged and ordered to be filed

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 287–88, 289–90.

#### COMMITTEE REPORT TO THE NORTH CAROLINA PROVINCIAL CONGRESS <sup>1</sup>

Hallifax 18th Decr 1776

Your Committee appointed to Consider the Petition of John Lowry Esqr atty for a Certain Jonathan Davis of Massachusetts Bay Report as follows. That it appears to your Committee, from the Confession of Southworth Collen Made before the Committee of Pasquotank County 5th June last, against whom the said Petition was exhibited & from Sundry Papers Produced before your Committee, That on or about the month of March 1775 the Sd Jonathan Davis Chartered a Certain Vessel Calld the *Hannah* from a Certain Barnabas Hedge, & Placed & appointed the Said Southworth Collen Captain thereof on an Intended Voyage from Boston to No Carolina, thence to the West Indies & Back to Boston again. that the said Collen did not Compleat the Intended Voyage but Deviated therefrom without Instructions so to do and hath Lately Sold the said Vessel & Changed the Register thereof with design as your Committee Conceive to defraud the said Davis; from all which Circumstances your Committee are of oppinion the Interposition of this House in favour of said Davis is necessary to Compell the said Collen to give Security for Reparation of Damages & Restoring of Said Vessel all which is Humbly Submitted

Dorneay Beuget

[Endorsed] Report on the Petn of John Lowry. Concurr'd with Decr 1776

1. Secretary of State Papers, Provincial Conventions and Congresses, 1774–1776 (October–December, 1776), NCDAH



19 Dec.

COMMITTEE OF CORRESPONDENCE OF IPSWICH TO THE MASSACHUSETTS  
COUNCIL <sup>1</sup>[December 19, 1776] <sup>2</sup>State of Massachusetts bay }  
Ipswich ss: }

To the Honble. the Council of this State

We being of the Committee of Correspondence Safety &ca. for the Town of Ipswich do humbly Acquaint your honors that we are of the Opinion that it will be greatly for the benefit of said Town & the Towns Adjacent for the Scooner *Rebekah* to go her intended Voyage to one of the Carolina's as said Towns are in great Need of Rice and other Necessary's the produce thereof—therefore pray your honors to grant the Petition of Isaac Dodge Esqr. & others for leave to send said Scooner the Voyage Aforesaid – We are your honors [&c.]

Daniel Noyes      Thomas Staniford  
John Crocker      Nathan Foster  
Nathl Farley

1. Mass. Arch., vol. 166, 135½.

2. Petition was granted this date.

MASSACHUSETTS COUNCIL TO CAPTAIN GILL, COMMANDING OFFICER  
AT CASTLE ISLAND <sup>1</sup>

Councill Chamber [Boston] Decr 19 1776

Whereas Complaint has been made to the Board by a Master of a Coaster from Newbury Port, that some few Days pass on his Entering this port he was fired upon from Castle Island & Compelled to Anchor & Land, at Considerable Hazard, and that thereupon the officer Commanding Demanded & took from him thirty six shillings as pay for the two shot fired at him.

You are therefore hereby Ordered & Directed Imediately to attend at the Councill Chamber in Boston, Bringing with you Capt Lieut William Cooper, in order that further Enquiry may be made into this matter.

1. Mass. Arch., vol. 173, 71b.

*Independent Chronicle*, THURSDAY, DECEMBER 19, 1776

Boston, December 19.

The *Alfred* Man of War, of the American Navy, with the Sloop *Providence*, sailed from Rhode-Island, the 2d of November. – On the 12th they took a Brig with a very valuable Cargo from Liverpool for Halifax; and on the 13th off Louisburg they took a fine Transport, laden with Cloathing, for Canada – the 16th, of[f] Cape-North, they took a Snow, with a Cargo of Fish, &c. from Gaspey for Barbados – in the Night of the 18th, the *Providence* disappeared. – The *Alfred* kept the Transport Ship under Convoy, having mounted her with Guns, and manned her well. – on the 22d they were off Canso, the *Alfred's* Boats were sent to burn a Transport, laden with Provision, as she had got ashore within the Harbour, and

could not be got off – the Boats also burnt the Oil Stores, with their Contents, and all the Materials for the Whale Fishery. – The 23d, the *Alfred* took three Transport Ships from Spanish River for New-York, under Convoy of the *Flora* Frigate; it was then hazy, otherwise the *Flora* would have been within sight. – On the 26th, the *Alfred* took a Merchant Ship, of 10 Guns, from Liverpool for Halifax; she had now five Ships under Convoy, and being unable to man a greater Number proceeded for Port. – On the 8th December, on St. George's Bank, she was chased by a large Ship and ordered the Quebeck Transport to make Sail and run a-Head, some of the fastest sailing Ships accompanied her, and the *Alfred* fell in between them and the Stranger; the Wind shifted in the Night. – The *Alfred* carried a top Light, and stood to the Northward – The Cloathing Ship and others that had been a-Head stood on to the Southward – the strange Ship was near the *Alfred* in the Morning, and appeared a Man of War with St. George's Colours – The last taken Ship, as she sailed fast, was sent astern to view the Enemy and make a Signal agreed on, if she was of superior Force, she made the Signal that the Enemy was of superior force – the Wind increased to a violent Gale in the Evening, and by that Means the *Alfred* and Prize Ship got clear of the Enemy, and the *Alfred* arrived safe in Nantasket Road the 16th current, having on board one Hundred and Forty Prisoners, among whom are the Attorney-General of Canada, with Lady and Family, and several Officers and Soldiers – she had only two Days Provision left, and left Rhode-Island with more than one Hundred and Forty Officers and Men. – The Quebeck Transport is called the *Melliah* [*sic Mellish*] – she was lately a Bomb in the English Service, and was then named the *Thunder*

Thursday, last week, Captain Palmer, in the Brig *Elizabeth*, belonging to the United States of America, arrived in a safe Port, from Mars[e]illes in France, which he left the 7th of October with a valuable Cargo of Linnens and coarse Woollens. He informs that greater Preparations for War were making in France, when he left that Place, than had been known there for 20 Years past; that two large Squadrons, one from Brest, the other from Toulon, were to sail on the first of January next, on an Expedition some where, but that their Destination was a profound Secret.

Silas Deane, Esq; was well in Paris, a Day or two before Captain Palmer sailed.

Last Friday, the Enemy landed 200 Troops, from four Vessels, on the Elizabeth Islands, and plundered from thence about 200 Sheep, besides burning a House and Barn, belonging to Mr. John Read, of this Town.

COMMISSION OF EBENEZER HILL TO COMMAND RHODE ISLAND ROW GALLEY  
*Washington* <sup>1</sup>

By the Honorable Nicholas Cooke Esquire Governor Captain-General, and Commander in Chief of and over the State of Rhode Island and Providence Plantations.

To Ebenezer Hill, Gentleman – Greeting.

Whereas the General Assembly of the State aforesaid, at the Session held at Providence on the last Wednesday in October AD 1775. ordered two Row Gallies to be equipped, to be employed in protecting the Trade of this State and whereas you the said Ebenezer Hill have been appointed Captain of the Row Galley called

the *Washington* being one of the said Row-Gallies: I do therefore hereby in the Name of the Governor and Company of the said State, authorize empower and commission you the said Ebenezer Hill to have take and exercise the Office of Captain of the said Row-Galley, and to command guide and conduct the Officers and Men on board the same. And in Case of an Invasion or Assault of a common Enemy to infest or disturb this or any other of the United States of America, you are with the Officers and Men on board the said Row-Galley to the utmost of your Skill and Ability to burn sink and Destroy all such Ships and Vessels and to Resist Expel Kill and Destroy all Parties so invading or Assaulting, in Order to preserve the Rights Property and Lives of the good People of this and the other United States. You are also to follow such further Instructions Directions and Orders, as shall from Time to Time be further given forth, either by the General Assembly the Governor and General Council or other your Superior Officers. And for your so doing this Commission shall be your sufficient Warrant

Given under my Hand, and the Seal of said State, this  
Nineteenth Day of December in the Year of Our Lord  
One Thousand Seven Hundred and Seventy-six.

Nich<sup>s</sup> Cooke

By his Honor's Command. Henry Ward Secry

1. Miscellaneous Collection, vol. 2, 133, RIHS.

# JOURNAL OF THE CONNECTICUT GENERAL ASSEMBLY <sup>1</sup>

[Middletown, December 19, 1776] <sup>2</sup>

An Act for stating the Fees of the Several County Courts & of the respective Officers concerned in the Trials of Causes relating to Prizes or Captures brought into this State –

Be it enacted by the Governor Council & representatives in general Court Assembled & by the Authority of the same – That the Chief Judge & the other Justices, the Attorney for the State, the Clerk & Sherif, the Jurors, Constables & other Officers of the Respective County Courts in this State, that shall take Cognizance of, & hear, try or determine, any Cause or Action; relating to the Capture of any Vessel, Cargo & appurtenances taken & brot into this State by any Ship or Vessel of Warr, Privateer, Letter of Marque & Reprizal belonging to the United States of America, or to any of the Inhabitants of sd several States, shall have & receive the several Fees and Allowances as if hereafter set & affixed in the following Table – , to wit –

Table of Fees –

	Judges	Advocates	Clerks	Marshals
	Fees.	Fees.	Fees.	Fees.
To the Cheif Judge for his Services P day	18/–			
The assistant Justices P day	12/			
For filing & allowing a Libel . . to the judge	3/			
For Citation for appearance.	1/3			
for Sumons for a Wittness	1/			

## Table of Fees—[continued]

For drawing a Libel	6/
For pleading thereto & attending the Court, such Fees as the Court shall judge reasonable	
To the Clerk or Register –	
For Citation for appearance	0 . . 2 . . 0
For summons for a Witness	0 . . 1 . . 0
For filing papers & serving Cost	0 . . 3 . . 0
For Interlocutory Decree recording &c	0 . . 2 . . 0
For a definitive Decree & recording	0 . . 6 . . 0
For taking every evidence in Court	0 . . 1 . . 0
For Copy of a Libel	0 . . 3 . . 0
For Copy of a Decree	0 . . 6 . . 0
For a Retraxit	0 . . 1 . . 0
For all money paid into Court on Condemnation, one eighth P Cent poundage	
For entering a Motion for Appeal	0 . . 1 . . 0
For allowing or disallowing thereof	0 . . 1 . . 4
For all Copies not Exceeding one sheet	0 . . 1 . . 0
If above one sheet, for every sheet each Sheet Containing 400 Words	0 . . 1 . . 0
For every adjournment	0 . . 1 . . 3
For every Bond to prosecute an appeal	0 . . 1 . . 6
To the Sherif or marshal	
For Serving all Writs Citations & warrants The same Fees as is allready by Law allowed in Other Cases	
one half P Cent. upon the Sale of any Vessel Cargo & appurtenances condemned provided the amount thereof do not exceed one Thousand pounds, but where the Value & Sale of such Vessel Cargo & her appurtenances shall exceed One Thousand pounds, then the sd Sherif shall have One half P Cent upon the first Thousand pounds, & one eighth P Cent. upon all sums Over –	
For the Jurors P day <u>each</u>	4/7
For the Constable P day	4/
For Witnesses – P day	4/
For their Travel P mile	4d



And it is further Enacted that the several Sums expressed in the foregoing Table of Fees & allowances shall be paid into the hands of the Clerk of said Court by the Captors or out of the monies said Vessel or Vessels Cargo or Cargoes & appurtenances Condemnd as aforesd shall Sell for, to be distributed to the several Officers of sd Court to whom the same shall belong, before any Distribution be made thereof for the benefit of the Captors or Attornies and others concerned therein

[Endorsed] In the Lower House

The foregoing Bill is Passed with Alterations (viz) That 19/ be Inserted in Stead of 18/ in the 9th Line from the Bottom of the first Page and that 10/ be Inserted in Stead of 12/ in the 8th Line from the Bottom of the Same Page.<sup>3</sup>

Attest Benj Huntington Clerk

In the upper House, The foregoing Bill is passd without the Alterations therein, as above Voted by the lower House

Test George Wyllys Secrty

Concurred in the lower House Attest Benj Huntington Clerk

1. Conn. Arch., 1st Series, V, 295a-c, ConnSL.

2. Date is estimated; the Assembly had convened the day before at Middletown, *Connecticut Courant*, December 23, 1776.

3. Referring to the fees for the chief judge and the assistant justices.

PENNSYLVANIA COUNCIL OF SAFETY TO CAPTAIN JOHN RICE, GALLEY  
*Convention*<sup>1</sup>

Sir,  
In Council of Safety,  
Philada., 19th Decemr, 1776.

You are hereby ordered to apply to this Council for necessaries for your Crew, and they shall be supplied, after which you are to proceed down to Christiana Creek and use your best endeavours to protect the Public Stores and Merchant Vessels there, Captain [Richard] Eyres in the *Delaware* Armed Vessel has orders to go in consort with you, as you are the Senior Officer, the Command on that Station will rest with you, and as the Stores and effects up that Creek are of great value, we hope you will exert yourself for their preservation at the same time taking care to secure the armed vessels under your Command from being taken, should they unluckily be so circumstanced, that they must otherwise inevitably fall into the Enemies hands, you are to burn or destroy them if possible, the rest we must leave to your discretion, wishing you health and happiness.

1. *Pennsylvania Archives*, 1st series, V, 119-20.

CHRISTIANNA McMULLEN TO CAPTAIN NICHOLAS BIDDLE<sup>1</sup>

Philada, Decr; 19. 1776

To the Honourable Captain Biddle on board the Continental Frigate *Randolph*

The Petition of Christianna McMullen most humbly sheweth, that your Honrs Petitioner is a poor Distressed woman and Have been by Infirmitys and other Disorders rendered Incapable of Getting a Livelihood for her self These several Years past your Petitioner's Son being Pressed on Board your Honrs Ship which was the sole support of your Honrs Poor Petitioner



May it Therefore Please your Honor to take your Petitioners Case into your Honrs Wise and serious Consideration in Pleasing to Discharge your Petitioner's Son which will be the means of Supporting your Honrs Petitioner and In return to your Honrs Goodness your Petitioner Prays that the great god Will Pour down his Blessings on your Honor and Family whilst Alive

Christianna McMullen

1. Nicholas Biddle Papers, HSP.

JOURNAL OF H. M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE <sup>1</sup>

Decr 76

At Single Anchor under C: May

Thursy 19th

Fresh breezes with Frost. At 7 AM Saw the *Roebuck* in the Offing. At 9 Air'd spare sails clean'd the Rooms out. Saw a Sail under C: May sent the Boats Mann'd & Armd to taken [*sic*]. which was done after the Crew run her ashore & left her. <sup>2</sup> At Noon the *Roebuck* anchor'd under C: Henlopen  
First part Modt & hazey, Mid. & latter fresh breezes wth rain At 4 PM His Majs Ship *Roebuck* under sail working out. At 8 Saw a Sail coming in at C: May passage fired 8 Six Pounders at her shotted & 2 Six Pound grape she hauled her wind & stood out to Sea, sent the Longboat & Pinnace in Chase. At 12 Made the Signal for the Boats to return finding the Vessel to go from them.

1. PRO, Admiralty 51/336.

2. Vessel, name unknown, carrying oil, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

MARYLAND COUNCIL OF SAFETY TO VAN BIBBER & HARRISON <sup>1</sup>

[Extract]

No. 66.

Gentln Your favors of the 19th Novr from St Eustatia, & 23rd of same month from Martinique we have received. – The information you have given us that all kinds of goods and warlike Stores are plenty in 'Statia affords us Pleasure. – we hope to receive supplies from thence being determined to miss no Opportunity that offers of throwing Cargoe into your hands for that purpose. –

We have given to [John] Martin, and shall to every other Captain in our service, orders to proceed either to 'Statia, or Martinique, as the most probable chance may offer of his, or their geting in with Safety . . .

It affords us Pleasure that Captain Robertson's [Isaiah Robinson] Salute was returned in the respectful manner you mention.

. . . For God's sake, send us all the salt you possibly can, our People are in the greatest distress for Want of it. Next to that Article, send us Blankets & other Woolens, Lead, Musquets, Hats, Strong shoes, Stockings Col[ore]d thread, & Butts for Cloths, Medicines agreeable to the inclosed Inventory, Sail Cloth for Tents & Sails, course white Linen, ten thousand needles of different Sizes, and five thousand strong Clasp Knives for Soldiers, – Thread for the Linen & Twine for the Tents & Sails. – We have a pretty good stock of Powder. – send no more 'till you hear from us on the subject.

[Annapolis] Decr 19th 1776.

1. Council of Safety Letter Book, No. 2, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Thursday 19th December 1776. –

Samuel Arell is Recommended to his excellency the Governor and the honble the Council as a proper Person to be appointed to the Command of Capt Valentine Piers Company of Marines –

Thomas Hamilton is Recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed first Lieut to the Company of Marines lately Commanded by Capt Valentine Piers in the Room of Samuel Arell who is Recommended Capt of the said Company.

Ordered that Capt Eliezer Callender Superintend the Building, Rigging & fitting of the Galley now Building at Fredericksburg under the Direction of Colo. Fielding Lewis. –

1. Navy Board Journal, 141–42, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN WILLIS WILSON, GALLEY *Caswell* <sup>1</sup>

[Williamsburg] Decr 19th 1776 –

Yours of the 17th Inst. we receiv'd, in consequence of what we have sent you p Mr Argyles Herbert five hundred pounds – An Act of Assembly has pass'd for raising the pay of the Seamen in the following manner, to wit able Seamen three Shillings p day. Ordy do two Shillings p day and Landmen eighteen pence p day with a bounty of twenty Dollars of the time of their enlisting, provided they enlist for the term of three Years, which you are to take notice of at the time of your enlisting Men in future, and you are also to reinlist those you have under your command at present, if they will agree to enlist on the above Terms.

By order of the Board

Thomas Whiting 1st Comr

1. Navy Board Letter Book, VSL.

VIRGINIA NAVY BOARD TO JAMES HUNTER, FREDERICKSBURG <sup>1</sup>

Sir,

The Navy Board desire you will have made and sent to the care of Mr Thomas Archer at York, the following Anchors –

Vizt. ....	2 of .....	1200 lb
	2 .....	1000
	8 .....	800
	8 .....	600
	8 .....	500
	6 .....	350

One of the above Anchors of 1200, one of 1000 and two of 800 are immediately wanted and are desir'd to be first sent

(Signed) Thomas Whiting 1st Comr

[Williamsburg] 19th Decr 1776 –

1. Navy Board Letter Book, VSL.

JOURNAL OF H. M. S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

December 1776

Bermuda N70.09 Et 189 Miles

Thursday 19

At 6 AM Saw a Sail, do gave Chace in Company as before.  
 Do Wear [Fresh breezes & Cloudy] At 2 PM lost sight of the  
*Nautilus* and prize Schooner At 4 [P]M Saw the *Nautilus*  
 distant 5 Leagues at ½ pt 5 fired a Shot at the Chace at 7  
 PM fired 5 Guns & brot too the *Peggy* Schooner from So  
 Carolina Laden with Indigo & Rice bound to St Eustatius,  
 fired Gun and burnt a false fire as Signl to the *Nautilus*, but  
 receiv'd no answer

1. PRO, Admiralty 51/380.

GOVERNOR JOHANNES DE GRAAFF TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

(Copy)

St Eustatius december 19th 1776

Sir, I have had the Honor of receiving from the hand of Captain Colpoys of his Britannic Majesty's Ship the *Seaford*, your Excellencys letter of the 17th instant with the inclosed Memorial, both relative to the Capture of a Brigg the property of Messrs Bendal & Foster McConnell of Dominica, by an armed Vessel, said to be fitted out in this Port and owned by a Mr Vanbibber now an Inhabitant and burgher of the Island: & Mr McConnell one of her Owners brought me a letter from his Excellency Governor Shirley with the same Complaint.

In consequence of your Excellency's application, as the Charge is brought agt a Burgher of the Island, I immediately assembled the Council, in order (if possible) to investigate the truth; and although the fact has not as yet been proved, should it, upon the strictest enquiry, turn out as represented, your Excellency may be assured, that I will not only cause full restitution to be made to the injured Subjects of his Britannic Majesty, but likewise proceed with the utmost rigor of the Law, against the Person or Persons found to be concerned in such Piratical enterprizes, and thereby give your Excellency a convincing proof that the Government of this Island, while it disallows any hostilities, or infringements of the Laws of Nations by any Vessels whatsoever, under the reach of its Guns, is also determined not to suffer with impunity, much less to encourage such unwarrantable proceedings, as it hath lately been (I may venture to say) slanderously charged with. And here I cannot avoid expressing my Concern, that any reports should prevail tending to disturb that Harmony and good understanding, which ought to subsist between the Commanding officers of the respective Governments—reports industriously propagated to interrupt that friendship and Cordiality, which have long subsisted and I trust will long continue to Subsist between His Brittannick Majesty, & the High and Mighty Lords of the States General, my Masters.

I have already partly satisfied Captain Colpoys on this subject both by letter and verbally and must further observe to your Excellency, that although the Instructions of the Commanders in Chief doubtless require their utmost watchfulness & attention in order to prevent any Clandestine transactions, yet irregularities will, in spite of their utmost vigilance, be committed by individuals: of which I believe there are many instances on both sides—the only thing that an Active

Commander can do, is upon regular complaints to redress the respective Grievances of the Subjects of the Nations in Amity by every legal method within the limits of his power and instructions – And as this hath been & ever shall continue to be the rule of my Conduct during the unhappy disturbances between Great Britain & her North American Colonies, I flatter myself that your Excellency will not only see great cause to suspect many current assertions, but likewise perceive the Degree of that Malice, which hath represented the Government of this Island as the avowed and declared abettor of a scene of Piracy and depredation: a charge which I should be very sorry that, to their High Mightinesses, to whom, under God, I shall ever think myself accountable for my Conduct, I was not able to prove both illfounded and injurious.

Respecting the positive answer your Excellency desires to have whether any Vessels taken from his Britannic Majesty's Loyal and faithful Subjects, will be Suffered to be brought into this Port and disposed of, I must observe that had your Excellency been pleased to be at the pains of inquiring, you would have readily concluded, that as ever when Great Britain was engaged in a foreign War, no Prizes whatsoever were ever allowed to be brought into this Port, Prudence and my own experience of that matter, will prevent my rushing head long into a measure which I could not answer to my Masters; as the allowing even of Prizes taken in a foreign War being brought into this Port, neither lies with me alone, or with me and the Council jointly; and as little does it depend upon me to determine, whether the Antient Alliances between Great Britain and the Dutch Nation are to be broken off, and new engagements inimical to the King your Master entered into; not the least notification thereof having been transmitted to me. –

Before I conclude I beg leave to mention to your Excellency that as I shall be always ready to prevent or upon due complaint to remove any cause of National Offence as far as my power, the limits of my Orders and the Freedom of such trade, as I am Confident the Lords States General, my Masters, will not suffer to be interrupted, can admit, and in that view will co-operate heartily in promoting a good Harmony and understanding between the respective Governments and Subjects of the British and Belgic Nations; so do I trust that your Excellency, on your side, will give instructions to the Commanders of the Vessels under your direction to abstain from committing any Hostilities or Infringements of the Laws of Nations, under the reach of the Guns of this Island; which have been heretofore the causes of repeated Complaints, as I shall think it my duty to transmit on my side, as I have already done, exact accounts of every even the least material occurrence, that may from time to time happen and in any wise concern My Lords & Masters to be informed of. I have the Honor to be Sir [&c.]

Johannes De Graaff.

This Port always hath made & still makes distinction between Merchant or Private Vessells and the Ships of War belonging to Sovereign States: the latter receive constantly, when they honor its Fortress with a Salute Gun for Gun, as a distinctive mark of Independancy –

1. PRO, Admiralty 1/309. Another copy is in Tweede West-Indische Compagnie, No. 639, 301-03, Neth. Arch.



20 Dec.

PETITION OF LEONARD JARVIS TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble the Council of the State of Massachusetts Bay

The petition of Leonard Jarvis of Dartmouth

Humbly Sheweth

That his Sloop *Polly* whereof Lemuel Jenkins is Master now lying in Dartmouth aforesaid is bound on a Voyage to South Carolina with forty Hogsheads of Rum and five Hogsheads of Sugar, and to return back with Rice and other Merchandize; And as a general Embargo is laid on Vessells they cannot Sail without leave from your Honors. Therefore

Your petitioner Humbly prays your Honors would be pleased to Grant a permit for the said Sloop to proceed on her Voyage to South Carolina as aforesaid. —

And as in duty bound shall ever pray

Leonard Jarvis

[Endorsed] In Council [Boston] Decr 20 1776 Read and Ordered that a Permitt be granted to the *Polly* Lemuel Jenkins Master to proceed to South Carolina with 40 Hhds Rum and five Hhd Sugar each to contain not more than twelve hundred Weight (Gross hundred) Said Jenkins giving Bond that he will import a Load of Provisions in Said Vessel into this State — the Danger of the Seas & Enemy excepted

Jno Avery Dpy Secy

1. Mass. Arch., vol 166, 142.

JOHN BRADFORD TO COMMODORE ESEK HOPKINS <sup>1</sup>

Sir

Boston 20th Decemr 1776

Your esteemed favour of the 18th Inst was deliver'd me by Capt [John Paul] Jones, shall furnish him with every thing he wants I have not yet had the pleasure of seeing your son.<sup>2</sup> the *Alfred* not being up, I shall with pleasure shew him every Civility in my power & give him what money he wants — I should gladly pay him your share of the prize money as the money for vessell & Cargo is now in my hands, but I have not Receiv'd the Names or proportions of those who were Concern'd in the Capture, pray put Capt Whipple in mind to forward it, as I want much to have it settled<sup>3</sup> I am Sir Respectfully [&c.]

1. John Bradford Letter Book, vol. 1, LC.

2. Esek Hopkins, Jr., a midshipman on board the *Alfred*.

3. The prize money for the brig *Lord Lifford*, a prize of the Continental ship *Columbus*. As commander in chief, Hopkins was entitled to a share of the proceeds. Bradford also wrote to Whipple this date asking the names and stations of those concerned in the capture, John Bradford Letter Book, vol. 1, LC.

GOVERNOR NICHOLAS COOKE TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

My Lord

Providence December 20th 1776

I received a Letter from Capt Furneaux of the *Syren* dated October 11th last proposing. as he informed me with your Lordships Permission an Exchange of a



Number of Prisoners he then had on board his Ship. I wrote to him that I accepted of the Proposal and would send the same Number of Prisoners to Block Island to be exchanged I have since been told that Capt Furneaux was at that Island about the Time agreed upon. But many Difficulties having arisen I was prevented from sending the Prisoners until after the Time stipulated was elapsed. However on the 12th of November I dispatched Mr Adjutant [Benjamin] Stelle with Two Masters of Merchantmen, Five Mates Twenty Seamen and a Corporal in the 53d Regt in the Service of his Britannick Majesty to Block-Island and gave him Orders to effect the Exchange, and in Case of the Absen[ce] of Capt Furneaux to deliver his Prisoners to the Captain of the First British Ship of War which should arrive taking a Receipt for them not doubting but that an equal Number would be returned. Upon Mr Stelle's arrival at the Island he found no Ship of War there and he being on Shore with the Masters and some of the Mates the other Prisoners took the Vessel by Force and carried her to Long Island where they landed and sent the Vessel back to Block-Island. Mr Stelle is not yet returned nor have I had any Intelligence from him within Four Weeks.

A Number of Masters of Vessels who were Prisoners here upon their Petition to the General Assembly were permitted to purchase a Vessel to carry them their Pasengers Mates and Apprentices to Great Britain. They were all embarked and only waited for a Wind when the General Assembly having Notice of Lieut. Barker's Arrival at New-London with Powers from your Lordship to negotiate an Exchange of Prisoners stopped the Brig. and sent a Committee to confer with Lieut. Barker; who entered into an Agreement with him to make an Exchange at Huntington upon Long-Island as near as might be on the 10th instant: In Pursuance of which after having endeavoured in vain to procure a Vessel Pilot and Men without Coercion to carry the Prisoners to the appointed Place I issued a Warrant to the Sheriff to impress them for that Purpose who was upon the Business when we were alarmed with a powerful Naval Armament in the Sound destined as we were informed for this State: Which turned our Attention to Objects of more immediate Importance. In this Situation burthened with the Number of Prisoners in the State I gave Permission to the above-mentioned Masters &c to proceed on their Voyage agreeable to the First Order of Assembly and inclose their Petition to your Lordship. The Brig. I am informed was stopped in Seconet River by One of the Ships of War under your Lordships Command; the Captain of which notwithstanding the Parole that had been given took the principal Part of the Mates and Apprentices out of the Brig. & they are now doing duty on board the British Ships of War –

I beg leave to observe to your Lordship that the unaccountable detention of Adjutant Stelle and the flagrant Act of Violence committed by the Prisoners in running away with his Vessel together with the difficult Navigation in the Sound in the Winter Season create such obstacles as make it almost impracticable to comply with the Agreement entered into with Lieut. Barker.

I have entered into this detail to account to your Lordship for the Failure on our Part in not effecting the Exchange of Prisoners.

I inclose an Account of the Prisoners who have been dismissed from this State for whom I must desire your Lordship to cause an equal Exchange both with Regard to Rank and Number to be made.

I have also to inform your Lordship that we have in this State about Fifty Seamen Prisoners several of whom were Officers on board the British Ships of War whom I am ready to exchange at any Place upon the Continent your Lordship shall appoint in this or the State of Connecticut. – I have the Honor to be with the greatest personal Esteem My Lord [&c.]

1. Letters from the Governor, vol. 2, 1768–1777, R. I. Arch.

*Connecticut Gazette*, FRIDAY, DECEMBER 20, 1776

New-London, December 20.

Yesterday Se'nnight was sent into Chatham (Massachusetts State) a Prize Ship taken by the *American-Revenue* Privateer, Captain Samuel Champlin of this Port, in Lat. 27. She is a light Guineaman, was homeward bound from the West-Indies, mounted 6 Carriage Guns, and made some Resistance. The Day before this Ship was taken she parted Company with 16 Sail of Ships from the West-Indies bound to England, which Capt. Champlin went in quest of.

MASTER'S LOG OF H. M. BRIG *Halifax* <sup>1</sup>

Remarks in Long Isld Sound Friday Decr 20 1776

- 6 [A.M.] Came on Bd from the *Senegal* a Lieut & 9 Private Marines  
 7 [A.M.] Weighd and Came to sail between the Norwalk [Norwalk] Islands & the Main the Rebels came down behind the Tries & rocks and fierd Musketry at us Fierd several shott from the 4 prs at them at 9 Turnd through between the Islands haveing 13 feet at Lowwater in the shoalest part saw two Vessels at Anchor In Norwalk Harbr at 10 Joind the *Senegal* & stood over to Huntington Bay.

1. PRO, Admiralty 52/1775.

ROBERT MORRIS TO SILAS DEANE <sup>1</sup>

Dear Sir

Philadelphia Decembr 20th 1776

It is with a heavy heart I sit down to write to you, as the late unfortunate turn of American Affairs, leaves no room for joy in the mind of any true friend of our Country. – I am now the only member of Congress left in this City; & cannot pretend to give you a regular detail of our manifold Misfortunes, because my Papers are all sent with my Family into the Country; They commenced however with the loss of Fort Washington, by the reduction of which the Enemy made near 2700 of our best Troops Prisoners, & at that critical Period intercepted some dispatches from Genl Washington to Congress, with some of the General's Private Letters, particularly one to Ned Rutledge in which he had fully laid open the unfortunate Situation he was then involved in by the Cursed Short enlistments of our Army, the greatest part of whose times expired on the first of December, & those of the rest on the first of January, when he foresaw that the whole army would leave him, as they had undergone great Fatigue during the Campaign, had

Suffered very much by sickness, and were like to Suffer much more for want of Cloathing in the approaching Winter – The Enemy being thus possessed of a most Authentic account of his real situation, determined to take advantage of it, & before Genl Washington had time to make any new Arrangements at Fort Lee, on the West Side of the North River, to which he had Crossed with about 3000 men, a large body of the Enemy landed above and another below him, so that he was near being surrounded by a force much superior to his own, & had nothing left but to retire hastily off the Neck of Land on which Fort Lee Stands, & Leave behind him considerable Baggage & Stores with most of our Large Cannon & Mortars: He retreated to Hackinsac and was there in hopes of making a Stand, until the Militia of the Country should come to his assistance, but the Vigilance of the Enemy did not give time for this; they pursued & he retreated all the way through the Jerseys to Trentown & from thence they forced him across the Delaware where he still remains, to oppose their passage across the River. Lord Cornwallis Commanded the British Forces in the Jerseys until they reached Brunswick where Genl Howe joined them with Reinforcements, determined to make his way to this City without farther Loss of time. You may be sure the Militia of New Jersey and of this State were called upon to turn out and defend their Country in this hour of distress, but alas our internal Enemies had by various Arts & means frightened many, disaffected others, & caused a general Languor to prevail over the minds of almost all men, not before actively engaged in the War; many also were dissatisfied with the Constitutions formed for their respective States; so that from one Cause or another, no Jersey militia turned out to oppose the Enemy's March thro: the Heart of their Country, & it was not without much difficulty that the Associators of this City were prevailed upon to march & join the General which they have now done & their example is likely to be pretty generally followed – During Genl Washingtons retreat thro: the Jerseys he wrote for Genl Lee, who had been left to Command on the East side of the North River, with about 10000 men, most of whose Enlistments are either Expired or Expiring; & he Obeyed the Summons & brought with him about 3000 men, with whom he followed the Enemies rear, but was obliged to make Slow Marches, his people being in great want of Shoes, Stockings, & other Necessaries, which he was forced to Collect from the Tories in the neighbourhood of his Rout. Having passed a place called Chatham, near Elizabeth Town, he Lodged at a Farm House, last thursday night, sev'night, & some treacherous Villain gave Notice to the Enemy, & the Generals ill fate or some cause which I am ignorant of having delayed him there until 10 O'Clock on the Fryday morning, when his Army had Marched and their rear was about  $3\frac{1}{2}$  miles before him, he was surpris'd & taken by about 70 Light Horse, who hastily carried him off in Triumph; an Event much to be Lamented. – The Command of this Party then devolved on General Sullivan, who Continuing his Rout fell in with Genl Gates & about 500 men returning from the Lakes, & both joined Genl Washington yesterday; A junction which has been impatiently waited for; but still I fear, that our force is too small to drive the Enemy from their Posts near the Delaware without which Philadelphia must be in danger of Falling, & they doubtless mean to attack it whenever they can cross the River on Ice, & have only been Kept from it by our having sent up the Gon-



dalo's & brought off or destroyed all the boats along the Jersey Shore. — The scattered Cantonments of the Enemy, seem however favorable to an Attack from us & we are preparing to make one, but it will be a work of extreme difficulty to get at them: they have excellent intelligence of all our Movements, while we have scarce any that is certain, of theirs: Lord & General Howe have besides issued a Proclamation offering Pardon without exception to all who submit & apply for it, which a great Part of the Inhabitants of the Jersey's are supposed to have done, & thus strengthened the Hands of our Enemies.

In this perplexing situation of things Congress were informed this day seven night that an advanced Party of Hessians & Highlanders had taken Possession of Burlington; that they were pushing for Coopers Ferry (opposite this City) & that they had the means of Crossing it: There were no Troops to oppose them, our whole force both by Land & water, being above; it was therefore deemed unsafe for Congress to remain here, and it was absolutely necessary that they should be in a place of Safety where they could deliberate freely & without interruption: they therefore last Saturday adjourned to Baltimore, where they are now sitting. This City was for ten days in the utmost Confusion and distress — Almost all have removed their Families & Effects from it except the Quakers who with their Families pretty generally remain: Besides these we have many sick Soldiers, & some few effective ones under General Putnam, who is come here to throw up Lines, & prepare for the defence of the Place if Genl Washington should be forced to retreat hither — You may be sure that I have my full share of trouble on this occasion. — We are told the British Troops are kept from Plunder but the Hessians & other Foreigners looking upon that as a right of War, Plunder wherever they go, from both Whigs & Tories indiscriminately, & horrid Devastation they have made. —

I must add to this Gloomy Picture one Circumstance more distressing than all the rest, because it threatens instant and total ruin to the American Cause, unless it be effectually and Speedily remedied; I mean the depreciation of the Continental Currency; The Enormous Pay of our Army, the immense expence at which they are supplied with Provisions, Clothing and other necessaries, & in short the extravagance that has prevailed in most departments of the public service, have called forth prodigious Emissions of Paper money both Continental and Colonial; and our internal Enemies who are numerous & many of them rich, have always been undermining its value by various Artifices, and now that our distresses are wrought to a pitch, by the Success & near approach of the Enemy they speak plainer & some of them positively refuse to take it at any rate, & those who do otherwise, receive it with fear & trembling & you may judge of its value even amongst these, when I tell you that 666 continental Paper Dollars are given for a Bill of Exchange of 100 £ Sterling, 3 Dollars for a pair of Shoes, 12 Dollars for a Hat, half a Dollar for a pound of Butter & so on: A Common Labourer asks two Dollars a day for his Work & idles away half his time; all which amounts to a real depreciation of the money:—The War must be carried on at an Expence proportioned [to] this nominal value, which must inevitably call for immense emissions, and a farther depreciation must therefore ensue; unless prevented by borrowing in the money now in Circulation, which we are attempting both by Loan & Lottery;

though from our present troubles, but little has been done in either of these Ways here: How they succeed in the other States I am not well informed. Something more will however be necessary; force must inevitably be employed, and I dread to see the day of employing it: We have already Calamities sufficient for any Country, & the Measure will be full when one part of the People of America are obliged to Dragoon the other, and at the very time when they are Contending with a Powerful external Foe. For my part I see but two ways of releif, & one of these must be from you: If France will open her Eyes to her true Interest & think the Commerce of North America worth the Expence & Evils of a War with Great Britain, she may easily create a diversion, & totally change the face of our Affairs; but she must do it soon: our situation is Critical & admits of no delay I dont however mean that instant submission must ensue, if we should be left unassisted; but there is a great difference between the Benefits which she may derive from a Connection with this Country in full health & vigor & those which can be obtained after it shall be exhausted by the expensive Efforts of a tedious War, in which its Cities will be destroyed, its Fields ravaged, its inhabitants diminished in number, plu[n]-dered of their property, & disabled from Cultivating the most fertile soil in the World. Neither can she after a tedious delay expect that Vigorous Assistance, from us which she may be assured of, with a more early declaration in our favour—If they join us generously in the day of our distress, without attempting undue advantages because we are distressed, they will bind a grateful people to promote their future glory & intrest with unabating Zeal, & from my Knowledge of the Commerce of this Country with Europe I dare assert that Whatever European power enjoys the preference of it, must necessarily become the Richest & most Potent in Europe. But alas should time be lost in tedious negociation, & Succours be withheld America must sue for Peace from her Oppressors. Our People knew not the hardships & Calamities of War when they dared Britain to Arms—Every man was then a bold Patriot, felt himself equal to the Contest, & seemed to wish for an opportunity of evincing his Prowess—but now when we are actually engaged, When Death and ruin stare us in the face, & when nothing but intrepid[i]ty & vigorous exertion can deliver us, sorry am I to say, that many of those who were foremost in noise, shrink back like Cowards from the Danger. This indeed is not generally the Case, but fear often becomes Epidemical, & there is danger of its spreading like Contagion among us, unless some fortunate event should stop the Disorder in time.

You will doubtless be surprized that our Navy is not farther advanced, because you are unacquainted with many of the difficulties which have retarded its Progress, particularly the Want of Sea Coal for our Anchor Smiths, the Disappointments in our first attempts to Cast Cannon, and above all the frequent calling out of our Militia in a manner which would permit an Exemption of the necessary Workmen. You will wonder at this, & it would require more time than I can spare to explain it & therefore you must be satisfied with knowing the Fact; Though Dr Franklin will be able to tell you many Particulars respecting the Flying Camp which may account for it.

The Frigate in New Hampshire is a very fine Ship Completely fitted with every thing but Cannon which were to have been Cast in Rhodisland, where the



Attention of all people has been so eminently engaged with business of Privateering that they have sacrificed every other Object public & Private to it. I understand however that the Guns Cast in Connecticut for the Frigate Building there, are Ordered to Portsmouth, and soon after their Arrival the *Raileigh* will doubtless put to Sea.

At Boston there are two fine Frigates nearly ready for Sea & their Commanders McNeil [Hector McNeill] & Manly [John Manley] are very good Officers. At Rhodisland were built the two worst of all our Frigates as I am informed by those who have seen them. They are however completely fitted & partly manned.

The Frigate built in Connecticut is said to be a very fine ship, but she cannot put to sea this Winter for Want of Sails Cordage &c

The two New York Frigates are also very fine vessels but they are blocked up by the Enemy, & have been hawled into Esopus Creek for Safety.

At this place we have four very fine Ships, one of them the *Randolph* Capt. Biddle, carrying 26 twelve pounders, will I hope put to sea with this Letter; another, the *Delaware*, Capt. Alexander, is nearly ready; but the other two want Guns, Anchors and men.

At Baltimore there is a fine frigate wanting only an Anchor & some few men.

Besides these we have in the Public Service, the *Alfred Columbus* & *Reprisal*, from 24 to 16 Guns: The *Cabot*, *Camden* [*sic Hampden*], *Andrew Doria*, & *Lexington* from 16 to 12 Guns: The Sloops *Providence*, *Hornet*, *Fly*, *Independance*, & *Sachem*: And the Schooners *Wasp*, *Musquito* & *Georgia Packet*: We have besides two very fine Row Gallies of 90 feet Keel, built here, but they are not yet rigged – It has also been lately determined by Congress to build some Line of Battle Ships; and at all Events to push forward & pay the utmost attention to an American Navy; and I wish you to make Known throughout Europe that the greatest Encouragement is here given to Seamen; their pay in our Navy being eight Dollars p Month, with the best chance for Prize money that men ever had; together with the privilege of being discharged after each Cruize, if desired: In the Merchants Service Seamen now get from 30 to 40 Dollars p Month.

Respecting our Commerce, the Eastern States are so intent upon the business of privateering that they mind little else, however there is some exportation of Produce from thence, & their Imports with their Captures have been so considerable, that they are much better Supplied than any other part of America. New York is in the hands of the Enemy, and the Produce of New Jersey will be totally consumed by their Army & ours. In this State, we had last Season the worst Crop of Wheat ever Known both as to quantity and quality: this being our Staple commodity & Staves prohibited, our Merchants have been led to purchase Tobacco in Maryland and Virginia, & to employ their Ships in exporting it, with some Flour, Boards Bees Wax &c. We have imported considerable Quantities of Goods but as fast as they arrive they are bought up for the Army or for the use of the neighbouring States, & therefore Continue to bear high Prices.

The Value of Ships has also risen in the same enormous proportion with every thing else, & the scarcity & insolence of Seamen, are beyond bearing.

In Maryland, Virginia, South Carolina & Georgia, they have plenty of valuable produce on hand but no Ships to Carry it away; & the cruisers which are con-

stantly all along the Coast, make it dangerous to send Vessels from one Port to another: so that we are Surrounded by Difficulties in our Land & Sea Service & in our Commerce. Agriculture & Mechanic Arts have also their impediments by the Enlistments of Soldiers, & the frequent calls upon the Militia. In short nothing but the most arduous exertions & Virtuous Conduct in the Leaders, seconded by a spirited behaviour in the Army and a patient endurance of Hardship, by the people in general can long support the Contest. France should therefore strike with us at once & she will reap an immediate Harvest; her Manufactures will sell for almost any Price, & procure her in return Tobacco, Rice, Indigo, Deer Skins, Furs, Wheat, Flour, Iron, Bees Wax, Lumber, Fish, Oil, Whalebone, Pot & Pearl Ashes, with various other Articles; and she may here find an ample field to employ her Shipping and raise Seamen for her Navy; but she must put in for this Prize now or never.

I will enter no detail of our Proceedings in Congress, but you may depend upon this, that so long as that Respectable Body, persist in their attempt to execute, as well as deliberate on, their Business it never will be properly done, and this has been told them many, very many times, by myself and others, but some of them do not like to part with Power, or to pay others for doing what they cannot do themselves.

I have your favour of the 30th Sept<sup>r</sup> now before me; the letter by the same Conveyance from Martinico, under the Cover of Mr Bingham, I have sent down to the Committe at Baltimore, & written them my opinion of the Justice of your Complaint for want of intelligence; I had often told it them before, and though, as you know, I was not put in to that Committe to Carry on, but forward the Correspondence, I have been obliged to write all the Letters which have been written for some time past; but as Col. [Richard Henry] Lee, Mr [William] Hooper, & Dr [John] Witherspoon are now added to the Committe, I shall hereafter excuse myself from that Task; thought it proper to give you this just state of our Affairs at present, because I suppose the Committe will not for some time get fairly in to their Guns at Baltimore and when they do, they probably may not be fond of laying things before you so fully as I have done. Some of us are indeed of very sanguine temperaments, and too apt to flatter ourselves that things are not so bad as they appear to be, or that they will soon mend &c; I however think that you should be fairly & fully informed of the state of our Affairs, that you may know how to act, & how to represent them; keeping secret what ought to be so, & promulgating what should be known. — You will shew this Scrawl to Dr Franklin for whose safe arrival my earnest Wishes have often gone forth &c &c —

My own Private affairs necessarily detained me here after the departure of Congress, & it is well that I staid; having set many things to rights, that would have otherwise been in the greatest Confusion: Indeed I find my presence, so very necessary that I shall remain here until the Enemy drive me away. I am Dear Sir [&c.]

Rob<sup>t</sup> Morris.

1. Stevens, ed., *Facsimiles*, No. 1397. Other copies of this long letter, with variances, are in Stevens, ed., *Facsimiles*, No. 1396, in Arthur Lee Papers, HU, and in Wharton, ed., *The Revolutionary Diplomatic Correspondence of the United States* (Washington, 1889), II,

231-38. Hereafter cited as Wharton, ed., *Revolutionary Diplomatic Correspondence*. In the last named source, the letter is dated December 21, 1776 and addressed to the Commissioners at Paris.

ROBERT MORRIS TO THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Gentn

Philada Decr 20th 1776

I have some hopes of getting the Frigate *Delaware* away during the Winter & wish to have Mr Warwick Hale the Boat builder detained from Camp to finish her Boats & if one of his hands cou'd be ordered down it wou'd be very usefull. I am respectfully Gentn [&c.]

Rob<sup>t</sup> Morris.

1. Society Collection, HSP.

JOURNAL OF H. M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE <sup>1</sup>

Decr 76

At single Anchor under C: May

Fridy 20th

At ½ past 9 heard the report of a Gun in the SE Qr under C: May. At 10 came round the Point of C: May a brig and a Snow, the Brig hoisted Rebel Coulers, the Snow french, hawled close under the Land to keep out of Gun shot, Weighed & Chaced the Brig observing her to be a privateer, the Brig & Snow making all possible sail up to Philadelphia. between 10 & 12 Fired several Six Pounds shotted at the Snow.

First part fresh breezes with rain. Mid. & latter strong Gales & heavy squals At ½ past 1 PM found the Privateer to go fast from the *Falcon* hawl'd up for the Snow that was carrying all sail to get clear. At ½ past 2 brought too the Snow a prize belonging to His Majs Ship *Perseus*, which the Crew had retaken from the People put on board from the *Perseus* Came too with the Bt Br in 3½ veer'd ½ a Cable, sent the Lieutenant, Master & 7 Seamen on board to take charge of the Snow. she was from St Domingo & pretended to be bound to Marseilles fired at the Chace twenty one Six Pounders shotted & 2 Six Pound Grape At 4 PM Weigh'd & Sail'd in company with the snow. At 8 Anchor'd at the lower part of the Bradywine Bank in Delaware Bay with Small Br in 5 fm veer'd a Cable. Was lost of [f] the french snows fore yd & was drown'd Patrick Riley Seam[a]n

1. PRO, Admiralty 51/336.

JOURNAL OF H. M. S. *Pearl*, CAPTAIN THOMAS WILKINSON <sup>1</sup>

Decr [1776]

[Off Coast of Delaware]

Friday 20

AM Close reef'd the Fore & Main topsails, handed Mizen Do at 7 saw a Brigg on the Lee Quarter. Wore & gave Chace fir'd several shot at her & brot her too. she proved to be the *Lexington* Brigg of 16 Guns & 80 Men belonging to Philadelphia.<sup>2</sup> ½ past Saw a Schooner bearing down on us, fir'd at and brot her too.

she proved to be the *Read* from St Eustatia bound to Philadelphia.<sup>3</sup> At 11 close reef'd topsails.

1. PRO, Admiralty 51/674.
2. Continental brig *Lexington*, Captain William Hallock.
3. Schooner *Read*, J. H. Bennet, master, with salt and dry goods, Howe's Prize List, March 31, 1777, PRO Admiralty 1/487.

### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Friday 20th December 1776. –

Edward Archer Esqr Produced to the Board a Resolution of the honble the house of Delegates appointing him a Commissioner of the Navy in the Room of George Webb esq. and having taken the usual Oath took his Seat at the Board accordingly.

1. Navy Board Journal, 143, VSL.

### COUNT D'ARGOUT TO GABRIEL DE SARTINE <sup>1</sup>

No 185 Martinique

Mylord, English frigates cruising in these seas have been so bold as to act in a manner which is as injurious to our trade as it is contrary to our treaties and which constitutes an insult to our flag. They have searched and examined the cargoes in order to see if they included any powder; they have acted this way almost within the reach of our batteries. Having been informed of these perpetrations I gave order to M. Dorve [Thomas Dorves] <sup>2</sup> to cruise off our coast for a few days. He has complied with my order and has just returned to his main station to windward of the island. I am with respect, Mylord [&c.]

D'Argout

Fort Royal, 20 December 1776

1. AN, Marine, B<sup>7</sup>, 458, 53, LC Photocopy.
2. Commander of the frigate *l'Aigrette*.

### JOURNAL OF H. M. S. *Boreas*, CAPTAIN CHARLES THOMPSON <sup>1</sup>

Decemb 1776

Monte Christa SbW abt 8 Miles

Friday 20

Saw a Sail to the Wtwd made Sail & gave chace set Studdg Sails between 9 & 12 fird 8 Guns at the Chace Cape Francois SSE 7 Leagues the Chace NWbN 3 Miles – Moderate & Cloudy in Chace fird 2 Shott at the chace a Sloop from Cape Francois for Philadelphia took Possession of her took her Men on bd & sent 5 men On bd her <sup>2</sup>

1. PRO, Admiralty 51/125.
2. Schooner *Thomas & Ann*, with a cargo of dry goods and sugar, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

21 Dec.

### JOHN LANGDON TO WILLIAM WHIPPLE <sup>1</sup>

Dear Sir

Portsmo Decemr 21. '76 –

Your several favours of the 16 & 24th Ulto Ive just Received by which I



find that some of my Letters have miscarried (it is not my Friend thro' Forgetfulness by any means I think I've not omitted only one week since I first wrote []) Your two Letters have been on their way one Month which makes me think there is some interruption your Letters were brou't to me by a private Hand picked up in a Tavern at Newbury Port before this comes to hand you'll receive some of mine by which you'll See that the Schooner *Betsey* arrived Safe and hope that the Schooner *Friend's Adventure* is arrived with you for Flour & Iron ere this which you are to pay for as also Mr Wharton's accot as you'll see by my Letters, You'll see by my Former Letters to the Marine Committee the Sales of the Prize Ship [*Royal*] *Exchange* by which I Cr the Continent for about £5000 L My which is almost expended Mr [Joshua] Wentworth has not paid me any money as yet but what I shall have of him will not amount to more than two Thousand Dollars which is nothing – The *Betsey Frigate* Capt [Thomas] Palmer sailed few Days since for France I shall Charge that Ship one Thousand Pounds with the Repairs included on Hull Masts Yards &c. – which any person must think reasonable as I could have had three hundred pounds more for her

I shall make out the Secret Committee's accot soon by which they'll see the expenditure of the money & the Ballance due to me there is nothing for European Markett here except Masts & the want of Cordage prevents my sending away another

We are just beginning Cap. [John] Roche's Ship hope to have her raised soon the other being Launched by building this Ship in the Winter will cost one third more I observe you mention a 74 Gun Ship but why have I not Orders to cutt Timber the Time will be over for halling before I can hear from you as it will be two Month's before I have an Answer to this as the Post now goes – I shall at a venture Cutt & hall three or four Hundred Tonns of Timber more than I want for this Ship for Godsake let the orders come in Season as it will be impossible to do without let the Orders come from the Committee, or by their Order as it will not do for me to act from Private Letters least any Dispute –

If I had Orders now as the Snow is just now come could get all the Timber in the Yard this Winter Which is the main point but if the Orders does not come in few Days it will be impossible – by the Strength of Your Letter of the 24 Ultò shall have some Hundred Tonns at a venture as I said before. If our Schooner arrives & there should be an embargo at Philadelphia you can send her away as the Iron & flour is wanted in part for the Continent. Cap. Moffatt has mentioned his Vessels to me I should certainly take her but no Cargo can be got for her I am obliged to strip the [*Royal*] *Exchange* which belongs to the Continent for want of Cargo

I am now in the House as also your Bror Joseph for the upper Towns George Gains & John Pickering was chose, but the latter refuses – I observe what you mention of my Neighbour & shall take due notice off it if any Vessel could be fitted away he should do it takeing all Advantage & if you think of any thing let the order come to him who is as good a Man as can be [had] for that Business – If the order should come soon for the 74 I shall offer him to superintend the Yard & pay all monies if nothing better



Think of any thing my Friend & I am ready as I know of none I would sooner serve. – Inclosed you have a Sketch of the monies in my hands, by which you'll see the immediate necessity of sending me Twenty or Thirty Thousand Dollars more than what you have in Your Hands – The Ballance of which you'll also send as I shall draw no Orders, all the Gentlemen from the Southward who have had Prizes here lay out their money here & of Course will not buy Bills on Philadelphia – pray my Friend bear this in mind immediately on the receipt of this send off the money – otherwise I cant carry on Cap. Roches Ship, as I find Provisions & pay the men every Fortnight Let the order for the 74 come immediately if it comes at all, for without the Timber is in the Yard by the middle of February it cannot be got in & Twelve Hundred Tonns of Timber or more is no small piece of work to Cutt hew & hall This Timber must be paid for Down therefore Cash must follow ev'ry order or it may as well not never come – let me have Duplicates of all Letters & orders least any miscarry it is verry unaccountable that the order could not have come last Month the odds of it's not having come then & not till January will be at least Ten thousand Dollars

I've charged 2½ [per cent] on Prizes which no Doubt is the lo'vest as to building of Ships in the way I do it letting every thing pass thro' my hands & not Contracting makes much work & trouble the expence you'll easily see I've three Clerks which is great expence my Warehouse always like Tavern at great Expence in Treating Gentlemen who have business with me – These matters take the greatest part of my Profits therefore it cannot be done in this way without good Commission & unless I Contract with some Persons & take no Trouble about it which is not a good way –

As to surrender of Forts Washington & Lee are in my Opinion Trifles comp[are]d to the Grand Cause it ought to Inspire us to noble deeds am verry happy in what you mention of secret Intelligence No Guns from Connecticut the *Raleigh* must now lay 'till Spring must get out all her Water Ballast &c & must be hove Down & Cleaned before going to Sea – I expect the Assembly will go into Choice of Delegates next Week which will be immediately Transmitted you pray get us some money for our State that Wee may not omit any more –

I Intend writing you from Exeter relative to the Affairs of this State – beleive me my worthy Friend tho' you are in Philadelphia I am not unmindfull of our intimate & old acquaintance let me say – I am with Respect [&c.]

John Langdon

P S pray send me word how much money Iv'e had in all from the Marine Commee

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

#### SALE OF SHIP *Friends* TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

To All People unto whom this present Bill of Sale shall come John Coffin Jones & Joseph Marquand both of Newbury Port in the County of Essex and State of the Massachusetts Bay Merchants send Greeting Know ye That we the said John Coffin Jones and Joseph Marquand for and in consideration of the Sum of Two Thousand Six hundred and seven pounds, three shillings and eight pence Lawful money to us in hand paid by the Board of War for the State of Massachusetts

Bay aforesaid, The Receipt whereof we hereby Acknowledge Have Granted Bargained and Sold, And by these presents Do fully and Absolutely Grant Bargain and Sell unto the said Board of War, and their Successors in said Office to and for the use of said State The whole Hull or Body of the Ship named the *Friends* burthened about Two hundred and Twenty Tons whereof Tristram Coffin is Master, now lying in the Harbour of Newbury Port Together with all and Singular her Masts Yards, Boom, Bowsprit Sails Rigging Anchors Cables Tackle Apparrell Boats Furniture and Appurtenances whatsoever to her belonging Also fourteen Thousand of Bricks, One hundred and twelve thousand feet of boards Forty Hogsheads of fish Eighty Barrells Pickled fish, Ten and a half Thousand Hogsheads Hoops, Fifteen hundred feet of Heading Ninety five Thousand Shingles, Also Seven barrells Pork eight Barrells of Beef, Fifteen hundred of Bread, Pease, Beans and Rice, Also one Months Advanced Wages for the Master Mate and Men, and all charges in compleatly fixing said Ship for the Seas, until she is Ready to Sail from the Wharff To have and to hold the same unto the said Board of War or their Successors in said Office to and for the use of said State forever.

And we the said John Coffin Jones and Joseph Marquand four ourselves our heirs Executors and Administrators Do hereby Covenant with the said Board of War and their Successors in said office that We will Warrant and Defend the said Ship Furniture and Appurtenances whatsoever to her belonging, and also the Cargo and Provisions aforesaid, and the one months Advance Wages to the Ships People, and every other charge necessary in fitting her for the Seas, until she is ready to Sail from the Wharff as aforesaid unto the said Board of War and their Successors in said Office to and for the use of said State forever against the Claims of all persons, Peril of the Seas Fire Pirates and Enemies Excepted, In Witness whereof we have hereunto set our hands and Seals the Twenty first day of December, In the Year of our Lord One Thousand Seven hundred & Seventy six.  
Signed Sealed & delivd in the presence of

Nat Carter jr.

Jno Appleton

Joseph Marquand

Jn<sup>o</sup> Coffin Jones

1. Mass. Arch., vol. 292, 32.

MASSACHUSETTS COUNCIL TO CAPTAIN GILL, COMMANDING OFFICER AT  
CASTLE ISLAND <sup>1</sup>

State of Massachusetts Bay

Council Chamber [Boston] Decr 21st 1776

To the Commanding Officer at Castle Island

You are hereby ordered not to suffer any Vessel to depart out of the Harbour of Boston unless the Commanding Officer of the Vessel departing produces a permit from the General Court or the Council, under the Signature of the Secretary or Deputy Secretary of this State; Excepting, Open Boats, or small Fishing Vessels, which you are hereby directed to permit to pass and Repass as has been usual & Customary without any Regular clearance or permit whatever, And you are also to permit to depart this Port 11 such Coasting Vessels as may Obtain a regular

Clearance or permit from the Naval officer of the Port of Boston till further order of the Council.

And you are hereby further directed to hail all Vessels Entering this port Excepting Coasting Vessels and cause them to bring to unless you are satisfied they are friends, and in case a Flag of Truce should arrive you are to prevent such Flag of Truce from proceeding above the Castle & prevent any persons from going out of or on board such Vessels unless, such as are necessary to give proper Information, without the Order of the Council, and you are immediately upon the Arrival of such Flag to advise the Council thereof and in Case you are obliged to fire on any Vessel to bring her to you are not to demand any sum of money therefor, but to report the name of the Capt or Master with the name of the Vessel to this Council

1. Mass. Arch., vol. 166, 138–38a.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 21st Decr 1776 [P.M.].

Resolved that the Ship *Bowdoin*, be henceforth named the *Genl Lincoln*. –

1. Mass. Arch., vol. 148, 65.

#### JOHN BRADFORD TO THE CONTINENTAL MARINE AND SECRET COMMITTEES <sup>1</sup>

[Extract]

Boston 21st Decemr 1776

I hope I may not be thought officious when I mention from good authority that Comodore Hopkins designs as soon as the Ice begins to make, to haul his frigates up to providence I take it when that takes place them cannon wou'd serve a good purpose if they where shifted on board the *Hancock*, as it is possible the Comodore may be supplied by the time the river opens.

. . . I am now come to the 22d Decemr and most heartily congratulate my Country on the Arrival of the *Alfreds* prize with a great quantity of soldiers cloathing, the *Alfred* arrived in this port 17th gave information of her taking this Ship, and parting from her five days before her arrival – ordering her to Rhode Island, I imediately sent an Express to Dartmouth, ordering an advice boat to be dispatch'd with utmost Expedition to speak the ship, I also dispatch'd one of our Schooners from hence to endeavour to speak her, And very fortunately the boat met her at a harbour in the Vineyard she arriv'd safe at Dartmouth last fryday, I sent orders by the return of the Express to unload her and convey the cloathing into safety imediately – Mr Livingston sets of[f] for Dartmouth this hour in order to receive what part of the cargo is wanted for the Army and to forward it – I most sincerely wish she may prove as valuable as Capt [John Paul] Jones imagines, he says she has 16000 suits Cloaths on board,<sup>2</sup> shall be able to furnish you with the particulars in my next. –

1. John Bradford Letter Book, vol. 1, LC.

2. *Mellish*.

#### JOHN PROUD TO COMMODORE ESEK HOPKINS <sup>1</sup>

Sir

Bedford Decemr 21st 1776 –

Mr Leonard Jarvis being in Boston I have the pleasure of informing You of

the safe Arrival into this port of the *Alfreds* valuable prize Ship; <sup>2</sup> she got in last evening. early this morning I dispatch'd an express to Mr Jarvis to acquaint him of this good Intelligence, that necessary measures may be taken for the security of her cargo. Mr Bucklin the mate of the ship will soon be in providence, who can give You An Account of her Loading. I am in Mr Leonard Jarvis's behalf [&c.]

John Proud

[P.S.] I expect to see Mr Jarvis or receive his directions about the ship Monday night

1. Hopkins Papers, RIHS.

2. *Mellish*.

*Providence Gazette*, SATURDAY, DECEMBER 21, 1776

Providence, December 21.

The *Alfred* Ship of War, in the Service of the United States, is arrived at an eastern Port: Besides the valuable Prizes lately mentioned to have been taken by her, she has captured three Coal Ships, that were bound for New-York, and a Ship and Brig bound to Halifax, with Provisions: She also took a new Brig with Provisions, bound to Quebec, which unfortunately ran ashore, and was burnt.

CAPTAIN SETH HARDING TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Sr

Norwich Decemr 21st 1776

this is to inform your Honr. that as I am in a Very poor State of Health at present & it is Very unc[e]rtain – wheather I Shall be able to go to sea I therefore think it Highly Necessary to Send the Brig to Sea <sup>2</sup> I would Recomend Mr Smedly [Samuel Smedley] to take Comand of sd Brig if I am not able to go which is Very uncertain if I am able to go I would Recomend Mr. Smedly to the Birth of a first Lieut –

I have nothing particular to Inform your Honr. – But Desire the favour of a Line as soon as Convenient I am Sr with Due Respect [&c.]

Seth Harding

1. Conn. Arch., 1st Series, IX, 86, ConnSL.

2. Connecticut state brig *Defence*.

ACCOUNT FOR CARE OF THE SICK FROM CONTINENTAL BRIG *Cabot* <sup>1</sup>

The Brig *Cabot* for Sik people Dr

1776

July	2	To pd Love Beebe for Boarding	
		Thos Dande Q Master	2.05..–
		4½ Weeks @ 10/	
		To pd Ditto for Boarding John	
		Dugins from the 12th July	3..2..0
		To pd ditto for boarding	
		James Ledle 1 Week 5 Days	0.17..–
		To pd ditto board Robt Miller	
		from Augt 2d	1.10..–

## Love Beebe

		By Thos Dande's Board	2.05..0
		To Cash 10/ Cash 12/	
July	24	To do 30/ ditto 20/	£7..0..6
Augt	20	To Cash 68/6	
		To Cash in full	.14..4

---

 7.14.10

		By boarding the above	5..9..0
1776			
Octo	13	To Cash 40/	2..-..-
	17	To ditto 10/; To Cash 16/10	1..6.10
Nov	1	To Cash	2.14..-

---

 6..0.10

	8	To Cash 42/; Ditto 36/	15.19..2
	29	To Cash 80/;	
Decr	5	To Ditto 42/	
	13	To ditto 36/	
	20	To ditto 42/	
		To Cash in full 4½	

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 22..0..0

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 By Nursing 2 people 22..0..0

1776			
July		To pd Wm Colbert Nursing	0.11..5
		Joseph Dikes 8 Days	
		To pd Cleveland Nursing	2.14..7
		Raven Craft that died	
		To pd Plumb the Saxton	0..9..0
		To pd Owen for Coffin	
		To pd for sheet and Cap	
		To pd John Owen for Attendance &c on do	
		To pd Benja Mallison boarding	
		Antoney Dwyer 3 Weeks	1.10..0
		To pd a Man for attendance & Wine &c	15..-
		To pd ditto boarding John Hall Two Weeks @ 10/	1..0..-
		To pd James Robenson boarding	0.11..5
		John Cooper 8 Days	
		To pd Ditto for board a Man to attend	0.10..-
		To pd for a Coffin	
		To Sheet & cap	
		To pd the Saxton	



	To pd Deborah Colbert boarding		
	3 Men Viz Roger Taylor		
	Sharpe a Negro		1. 14. . 2
	& Robt Miller		
	To pd Jas Robeson boarding		
	Thos Dandy 1 Week 4 Days		1. 15. . 4
	To pd John Hews boarding		
	Jos Deleha 1 Week		0. 10. . -
	To pd Ditto boarding Thos Boyd		
	Wido[w] Jean Fox	Dr	
	To Cash 30/ Cash 48/ Cheese 4/9		4. . 2. . 9
	To Cash		4. 14. . 4
			<hr/>
			8. 17. . 1
	By boarding John Curtis	4	
1776	By board a Nurs for do	0. . 7. . 1	
	By boarding Ed Neal	4. 10. . -	8. 17. . 1
		<hr/>	
Octo 23	To Cash 60/, Ditto 120/		
	By 1 Sheet 13/9, Rum 3/, do 4/		9. . - . -
	To 3 lb Coffee 3/6		1. 10. . 9
			<hr/>
			7. 19. . 3
Decr 21	To Cash 11. . 14/,		
	John Hews	Dr	
	To Cash 12/ ditto 18/, Cash 22/		2. 12. . -
	By boarding Jos Delike 1 Week		0. 10. . -
	By do of Thos Boyd from the 7th to the 17th		3. . 0. . -
	To Cash		18. . -
	To pd Malleson boarding Antony Divine		
	3 Weeks up to Aug 23rd		1. 10. . -
	To pd do boarding Job Hall		
	2 weeks to Aug 23d		1. . - . -
	To pd do boarding Thos Reed 1 Week		0. 10. . -
	To pd do boarding Lewis Reding		0. 10. . -
	To pd ditto for Herbs		0. . 1. . 6
	To pd John Owen boarding		
	Partrick Burke		4. . 4. . 3
	To pd Joseph Owen boarding		
	Hugh McKewen & Jno Dunlap		2. . - . -
	To pd Doc Robt Ushers Bill		0. 18. . 9
	To pd Jean Fox boarding		
	Ed Neal	4. 10. . -	

To pd Do for John Curtis	4. . - . -	
& a Nurs for do	7. . 1	8. 17. . 1
<hr/>		
To pd Malleson boarding	}	2. . - . -
Anto Divine 4 Week to 20th Sepr		
To pd ditto for ditto		10. . - . -
To pd Charles Jeffrey boarding	}	3. . 5. . 0
Lewis Reading 6½ Weeks		
To pd Nursing, Watchers, Candles &c	1. . 7. . 0	4. 12. . 0
<hr/>		
To pd Malleson for Boarding	}	
John Dunlap from 26th Sepr to Octo 7th		
To advance Malleson a Cheese 4/2		
To pd John Owen boarding Andw	}	3. 18. . 7
Elwell 7 Weeks 1 Day		
To pd ditto for a Nurse for do		0. 14. . 3
To pd do for Davd Roberts		4. . 8. . 3
To pd do for Patrick Burke		4. . 4. . 3
<hr/>		
		£97. 11. 10

1. Shaw Papers, 1775–1782, Ledger 9, YUL.

COLONEL JOHN CADWALADER TO THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Gentlemen –

Bristol 21st Decr 1776

The Ice has drove off the Gallies – They have been of great Use in keeping off the Enemy from Burlington, by which means we have a more easy & safe communication with that State, to procure information – we had good Intelligence, yesterday, that the Enemy were on their march to take possession of the Town – If the weather moderates I beg the Gallies may come up again, if it is only to shew themselves – To leave their Quarters after they are settled will distress them – If the weather should not moderate I beg you will be pleased to order the two 12 pounders, I sent you a few days ago, up again immediatly, as they will be sufficient to drive them out of their Quarters by a small Work being thrown up on McIlwaines Point – The Guns are heavy – Please to order a strong Team – I am Gent: with great Respt: [&c.]

John Cadwalader

1. Charles Roberts Autograph Collection, 724, Box 1, HCL.

BENJAMIN RUSH TO RICHARD HENRY LEE <sup>1</sup>

[Extract]

Near Bristol, December 21, 1776.

I have learnt from many people, and among others, from two New England officers, that the four eastern states will find great difficulty in raising their quota of men, owing to that excessive rage for privateering, which now prevails among them. Many of the continental troops now in our service, pant for the expiration of their enlistments, in order that they may partake of the spoils of the West Indies. At a moderate computation there are now not less than ten thousand

men belonging to New England on board privateers. New England, and the continent, cannot spare them. They have a right at this juncture, to their services, and to their blood. We must have an army; the fate of America must be decided by an Army. It must consist of seventy or eighty thousand men, and they must all be fit for the field before the first day of Mây next. Since the captivity of General Lee, a distrust has crept in among the troops, of the abilities of some of our general officers high in command. They expect nothing now from heaven taught and book taught generals.

1. Richard H. Lee, *The Memoirs of the Life of Richard Henry Lee and his Correspondence* (Philadelphia, 1825), II, 160-61.

ROBERT MORRIS TO JOHN HANCOCK <sup>1</sup>

[Extract]

Philada Decr 21st 1776.

. . . inform you, that the Sloop *Independence* Commanded by Lt Robinson [James Robertson], (Cap Young being left behind sick) pushed out from Chincoteague where she first put in, and notwithstanding she was chased by Six of the Enemys Cruizers at our Capes, She got safe up here & is now landing the Cargo. I have determined to send 856 Blankets that came in her, to Genl Washington and have informed him they were imported for the use of the New recruits, but as the Inclemency of the Weather and the exceeding Severe duty of the Troops now with him, entitles them to every comfort we can afford I submit to him whether to make use of them for their use or not.<sup>2</sup>

The cloths I will deliver to Mr [James] Mease with orders to have them made up fast as possible - 919 Muskets shall be delivered to Mr Commissary Towers to wait the orders of Genl Washington or of the Board of War and I hope one or other of them will send orders soon as possible—

The Council of Safety want Money and have sent an express for a Supply I have borrowed Sufficient for the Marine department altho the Disbursements are considerable. Capt Biddle will get more seamen than we expected. the *Delaware* is getting ready and I have ordered the *Fly* Capt Warner down the Bay to watch the Enemies Ships & bring us word if they shou'd quit that Station. I have sent an express across the Jerseys to Capt Baldwin of the *Wasp* to Cruize outside of them to give notice to inward bound Ships, and have Stationed the *Hornet* Capt [John] Nicholson (who attempted to get out to Sea but cou'd not) in Christeen Creeks Mouth to Act in Conjunction with a large Galley of this State in defence of that Creek as there are many Valuable Stores up it I shall get the sloop *Independence* hove down & some little damage she recd at Chincoteague repaired & then send her also to watch the Enemys Ships. . . . There are some Prisoners on board the Enemies Ships at our Capes that have wrote up to me to procure their release, Amongst the rest Capt Morgan of the Bermuda Sloop that carried Mr Deane to France, who was returning here with dispatches and some Goods and was unfortunately taken near Cape May. I will send a letter for Capt Hammond of the *Roebuck* open to Henry Fisher at Lewis Town to be sent off by a Flag, in

which I shall assure him that we have suffered great Numbers of Masters, Mates & Men belonging to Merchant Ships taken by our Cruizers to depart, without thinking of detaining them for an exchange & recommend his releasing these People or he will oblige us to alter that part of our Conduct as this is strictly true in a number of instances that have come under my Notice I hope Congress will approve the design. . . .

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 21–23, NA.

2. Morris to Washington, December 21, 1776, Washington Papers, LC.

#### ROBERT MORRIS TO THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Gentn

Philada Decr 21st 1776

Capt Alexander of the *Delaware* Frigate informs me, that some few of the Tradesmen now at Camp are absolutely necessary to put his ship in a Condition to push down the Bay when the Enemies ships retire I think it will promote the Publick service very much to order them down immediat[ely] I have sent down a Sloop to watch the Men of War & doubt not we shall find an opportunity of gitting these ships to Sea. Capt Alexander will furnish the Council with the Names of the Tradesmen wanted & I submit to your determination being Gentn [&c.]  
Rob<sup>t</sup> Morris

1. Emmet Collection, NYPL.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

##### In Council of Safety

Philadelphia December 21 1776 –

Mr Davis Bevan having informed the board that Captain Hamond commander of His Majestys Ship the *Roebuck* had a number of Prisoners on board His Ship that were taken out of Trading Vessels belonging to the United States of America, and that he was desirous of Exchanging them for an equal number of like prisoners, subjects of Great Britain. But it having been the uniform practice of this State to release all such prisoners immediately on their arrival in this City, leaving them to their Liberty to enter the Merchant service if they chose or otherwise dispose of themselves; this board therefore have it not in their power to make any such exchange, But it is Resolved.

That this Council will deliver over to the Order of Captain Hamond or any other officer of the King of Great Britain an equal number of such prisoners as he may release of the Subjects of these States whenever this Council shall have it in their power.

##### Extract from the Minutes

Jacob Howell Secretary

Mr Davis Bevan

1. Hamond, Orders issued, 1776–1777, UVL. This extract was supplied to Bevan to be delivered to Captain Hamond at the Delaware Capes.





"	"	Cash paid day Labour p J. Locktons Bill	2. 1
"	31	do paid do p do	
September	6	do paid do p do	6
"	"	Ct Qr lb	
"	"	1 Peice 3½ Inch Rope Wt 2..0..16 @ 67/6d	
"	16.	Cash paid days Labour p J. Locktons Bill	
"	21	Cash paid for 1 Box of Candles 19/8—days labour p J Locktons Bill £14..7..6 & for 1/3 of 5¼ of Hickory Wood 67/5d	
"	30.	do paid for hawling sawing & splitting 1/3 of 5¼ Cords Wood 22/0½ for days labour p Locktons Bill £6..18..9 for 2 hydes £3..0..0 & for 14 Mast hoops 28/	
October	3	" 9 Crews @ 3/ & 9 Canns @ 3/6 delivered Major Nicholas	2
"	7.	Cash paid for 2 Branding Irons 42/ for days labour p Locktons Bill	11
"	12.	do paid Porterage 5/6 splitting & sawing 5 Cords Wood 45/ for 1/3 of hhd: of Lime 6/8 for a Hyde 00/ & for Plaistring Magazine 32/4	4..0
"	21.	do paid Samuel Rhoads's Bill	5..2
"	28.	do paid Porterage of Powder to prove her Guns 2/, Days labour p J. Locktons Bill 80/ Porterage of the Camboose 5/ & 1 Box Candes 84/7½	8. 11
November	6.	do paid for sawing 2 Cords of Wood 24/ & Paid Peter Fox for 23 days labour	6. 16..2
"	9	do paid for hawling two Gunns	
"	22	2 Bolts of French Canvass B 106¼ Ells 137¼ yards	
December	3	2 Rigging Hydes £3..4..0 Cash paid for 1 Hyde & for Porterage	4. 16..6
"	8	Cash paid for 1 Cord of Oak Wood	1. 10..0
"	15	do paid Isaac Vannosts Pump Maker's Bill To Amount brought forward	
"	17	" Robert Haddocks Bill for Pluming & for 1 Barrel Rum q. 33 Ga @ 10/	140. 19..3
"	21	" Cash paid for 2 Cords of Wood & Porterage	5. 17..8

1. Woodhouse Collection, HSP.

2. Part of right side of document torn and missing to this point causing loss of some of the figures.

COMMITTEE OF SECRET CORRESPONDENCE TO THE AMERICAN COMMISSIONERS IN  
FRANCE <sup>1</sup>

[Extract]

Honourable Gentlemen

Baltimore in Maryland 21 Decemr 1776

After expressing our Hopes, that this will find you all three safely fixed at Paris, we proceed with Pleasure to acknowledge the Receipt of Mr [Silas] Deane's Letter of the 1st October – When we reflect on the Character & Views of the Court of London, it ceases to be a Wonder, that the British Ambassador, and all other British Agents, should employ every means that tended to prevent European Powers, but France more especially, from giving America Aid in this War – Prospects of Accomodation, it is well known, would effectually prevent foreign Interference, and therefore, without one serious Design of accomodating on any other Principles, but the absolute Submission of America, the delusive Idea of Conciliation hath been industriously suggested on both Sides the Water, that, under Cover of this dividing & aid-withholding Prospect, the vast British Force, sent to America, might have the fairest Chance of succeeding; And this Policy hath in fact done considerable Injury to the United States . . .<sup>2</sup>

. . . If the great Land & Sea Force, with which we have been attacked, be compared with the feeble State, in which the Commencement of the War found us, with respect to Military Stores of all Kinds, Soldier's Cloathing, Navy, & Regular Force; and if the infinte Art be considered with which Great Britain hath endeavoured to prevent our getting these Necessaries from foreign Parts, which has in part prevailed, the Wonder will rather be, that our Enemies have made so little Progress, than that they have made so much –

All Views of Accomodation with Great Britain, but on Principles of Peace as Independent States and in a Manner perfectly consistent with the Treaties our Commissioners may make with foreign States, being totally at an End, since the Declaration of Independance & the Embassy to the Court of France, Congress have directed the Raising of 94 Battalions of Infantry with some Cavalry – Thirteen Frigates from 24 to 36 Guns are already launched & fitting, and 2 Ships of the Line with 5 more Frigates are ordered to be put on the Stocks – We hear the Levies are going on well in the different States – Until the new Army is collected the Militia must curb the Enemies Progress – The very considerable Force that Great Britain has already in North America, the Possibility of recruiting it here within their own Quarters by Force & Fraud together, added to the Reinforcements, that may be sent from Europe, and the Difficulty of finding Funds in the present depressed State of American Commerce, all conspire to prove incontestibly, that if France desires to preclude the Possibility of North America's being ever reunited with Great Britain, now is the favourable Moment for establishing the Glory, Strength, & Commercial Greatness of the former Kingdom by the Ruin of her ancient Rival – A decided Part now taken by the Court of Versailles, and a vigorous Engagement in the War in Union with North America, would with Ease sacrifice the Fleet & Army of Great Britain, at this time chiefly collected about N York – The inevitable Consequence would be the quick Reduction of the British Islands in the West Indies, already bared of Defence by the Removal of their Troops to this Continent – For Reasons herein assigned, Gentn, you will readily

discern, how all important it is to the Security of American Independence, that France should enter the War, as soon as may be, and how necessary it is (if it be possible) to procure from her the Line of Battle Ships, you were desired in your Instructions to obtain for us, the speedy Arrival of which here, in the present State of Things, might decide the Contest at one Stroke . . .

. . . Congress approve of Armed Vessells being fitted out by you on Continental Account, provided the Court of France dislike not the Measure, and blank Commissions for this Purpose will be sent you by the next Opportunity – Private Ships of War, or Privateers, cannot be admitted where you are, because the Securities, necessary in such Cases to prevent irregular Practices, cannot be given by the Owners & Commanders of such Privateers . . .

Benj Harrison  
Richard Henry Lee  
Jn<sup>o</sup> Witherspoon  
Will Hooper

P.S. The American Captures of British Vessells at Sea have not been less numerous, or less valuable than before Dr Franklin left us – The Value of these Captures have been estimated at two Millions.

1. Lee Papers, UVL. Also Stevens, ed., *Facsimiles*, No. 1399.
2. An account of events around New York, the retreat of Washington's Army through New Jersey, and movement of the British to Rhode Island follow in this long letter.

CHARLES CARROLL, BARRISTER, TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Extract]

Mount Clare Dec 21st 1776.

. . . The last letters bring us a piece of Intelligence that it may be material for you to know one Mr [Davis] Bevan a person that may be depended on who was taken by Capt Hammond [Andrew Snape Hamond] informed Mr Morris that Hammond told him they were now determin'd to put a total stop to our trade, and for that purpose 6 Frigates were to be stationed off Georgia and the Carolinas, 6 off the Capes of Virginia and six off Delaware. Their signals and their stations were fixed so as to form a compleat line along the Coast and that they have determined to keep their Stations during the whole winter. This I fancy it will be difficult for them to do, however I thought it necessary the Board should know their plan.

1. Correspondence of Council of Safety, Md. Arch.

STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentel Men/

[West River] Desembr the 21 1776

agreabell to your order I have Sent an anker to Captain Martan [John Martin] of 517 lb I have no anker of 800 Wt Which Was the Sise he Sent for I have one of 1000 the anker I now Send him is full Large Enuf for the Brigg thare is but fue Captains that now gos to Sea that Nose What Wait anker Suts them With out Seing the anker. I Detaind the Boat till the anker Was Stockt as thare Might be Sum Defekelty In giting it Stockt In anaplois – you are now Braking In on the Metearls I have Provided for your Littel Navei Which I have Spared no Pains to git and have got all most Evrey kind for them it Dont apear to Me that I am

like to be Rewarded for My trubell When Ever you Want Ship Brigg Schooner or Slup Boug[h]t for the use of the State the Comition is given to Sum bodey Else [who] Perhaps Dont Merit the advanteg More then MySelf Since I have undertaken this Busaeness for you I have been oferd a Comition from a Nabourring State a Comition to Buy three Ships Which Would ben to Me at Lest £150 in My Way the hole Reason My not Excepting at this Comition Was I was Employed by the Consell of Saftey for the Provence you have Employed three other yards to Do your Buseness In (have any one of them turnd you off one Singell vessll but My Self) I have Built Rebuilt Rigid fited and ben at all the trubell for fore fine Vessll for you With out the asistance of a Captain Even Provided Men and Prov[i]stions and have the fifth and Sixth vessll all Most Redey for you I Intend to baltimore Next tusday to atend Mr [William] Luxes Rope Walk for Cabeles and Som other Cordig I shall tak a Provence Boat with Me the finest In this Bay to Bring Down Metearils With Me If you have any Comands that Way I Shall C[a]ull on you on tusday I am Gentel Men [&c.]

Stephen Steward

Whare am I to Get Guns for the Galley itis Empos[a]bel to Make the Careges Without the Guns  
Pr Mr Mideltons Boat

1. Red Book, XIII, Md. Arch.

#### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Saturday 21st December 1776. –

Orders sent to Lieut Thomas Commanding Officer on Board the *Protector* Galley now lying in Queens Creek to come up with his Vessel to Lewis's Landing and have the Galley prepared to Proceed up York River as far as New Castle with a Quantity of Gun powder. –

Ordered that a Warrant Issue to Capt Eliezer Callender for Two hundred pounds upon Account for Recruiting Seamen for the use of the Navy, who gave Bond for his faithfully applying the said Money & Rendering a Just and true Account thereof when required. –

Mr James Murdough appeared and Contracted to furnish this Board with Twenty thousand feet of two and a half Inch Oak Plank and three thousand feet of three and four Inch Oak Plank at the following Prices, to wit, the two and a half Inch Plank at Seventeen shillings and six pence p hundred and the three and four Inch Plank at Twenty five shillings p hundred, to be delivered at a Convenient Landing on or before the first day of April next and the money to be paid on the delivery thereof. –

Adjourned till Monday next. –

Signed, Thomas Whiting 1st Comsr

1. Navy Board Journal, 144–45, VSL.

#### JOURNAL OF THE NORTH CAROLINA PROVINCIAL CONGRESS <sup>1</sup>

[North Carolina] [In Congress, December 21, 1776]  
The Committee appointed to Examine into the State or Scituation of the Brigg *Aurora* lately stranded on Core Bank and to Report what Cargo hath been saved,



and also the Number of Men belonging to said Vessel, having met and Chosen General Ashe Chairman Report as follows Vizt –

That the Brigantine *Aurora* John Bishop Commander Sailed from Portsmouth in England the 19th September last in the Service of the King of Great Britain as a Victualling Vessel in Company with Sixteen-Sail in the same Business under the Convoy of the *Mermaid* Frigate and Two Armed Ships Bound for New York.<sup>2</sup>

That the Cargo of the said Brigg consisted of Beef Pork Bread Flour Peas Oatmeal Rice Raisons Rum Butter Vinegar &c for the Use of the Navy at New York –

That on the Night of the 11th November last the said Brigg was Stranded on the Sea Side about Twelve Miles to the So West of Ocacock Inlet where she Bilged and the Cargo greatly Damaged – part whereof hath since been Collected together and is now stored at Beaufort under the Care of Capt Enoch Ward of the Independant Company Stationed there, That the Cargo saved agreeable to Invoice produced by Capt Ward Amounts in Value to near £1000 great part of which Articles are perishable and will require a Speedy Sale –

That the Master of the said Brigg is now in Hallifax under the Care of Capt Ward and the Mate and five men are at Beaufort Town in Cartaret County –

John Ashe Chair[man]

Resolved that the Court of admiralty proceed immediately to a tryal of the Brigantine herein mentioned & Cargo and that the Capt & such of the Mariners as refuse to enter into the Service of this State or any Mercht Vessel thereof be sent to Philadelphia after paymt of their Wages

1. Secretary of State Papers, Provincial Conventions and Congresses, 1774–1776, October–December, 1776, NCDAH.
2. See Lords Commissioners, Admiralty, to Captain James Hawker of H. M. S. *Mermaid*, August 31, 1776. Volume 6, 579–80.

GOVERNOR JOHANNES DE GRAAFF TO GOVERNOR THOMAS SHIRLEY <sup>1</sup>

{ His Excellency Thomas Shirley Esqr his Brittannic  
Majesty's Captain General & Commander in Cheaf &c. &c  
of Dominica.

Sir

St Eustatius December 21st 1776.

I have had the Honor of receiving your Excellency's very acceptable letter of the 5th Instant, with the inclosed memorial relative to the Capture of a Brigg, the property of Messrs Bendal Foster & McConnell of the Island under your Excellency's Command, haveing been taken by an Arm'd Sloop wch was said to have been fitted out here, and to be owned by an Inhabitant of the Island.

In ready Compliance with your Excellency's desire and recommendation of that matter to my particular attention, I have done every thing what laid in my Power to investigate the truth of the fact as represented, had immediately the Council assembled and brought such Persons upon Interrogatories upon [illegible] as Mr McConnell who had leave to be present desired to be called upon and had the Case been prov'd to be as was stated I wd not only have Caused ample damages to be given to the unhappy Sufferers in that Capture, but proceeded likewise to the Rigor of the Law against the Person or Persons found to be Concerned in such piratical Enterprizes: but after all the inquiries which were made nothing was proved upon the Persons



However should any proof here after appear or the Sufferers be able to discover any thing, I shall allways be ready to give them that justice which the nature of the thing requires, as I shall be happy upon every regular Complaint to render your Excellency and the Subjects under your Government any service in my Power I have the Honour to be with high Esteem & Regard Sir [&c.]

[Copy]

1. Tweede West-Indische Compagnie, No. 639, 940-41. -

## 22 Dec. (Sunday)

GOVERNOR NICHOLAS COOKE TO WILLIAM ELLERY <sup>1</sup>

[Extract]

Providence December 22d 1776

. . . We are at present employed in throwing up Intrenchments to secure this Town; the Possession of which we imagine is a grand Object with the Enemy. As from the Situation of the Country round, it might be fortified in such a Manner as to make the Expulsion of the Enemy a Work of extreme Difficulty, and from hence they might enter the very Heart of the Country. The *Warren, Providence, Columbus* the Brig. commanded by Capt. Weaver <sup>2</sup> and Sloop *Providence* are all lying at Pawtuxet, having between Four and Five hundred Men on board.

1. Letters from the Governor, vol. 2, 1768-1777, R. I. Arch.

2. The Continental brig *Hampden*, under temporary command of Lieutenant Thomas Weaver of the *Cabot*.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 17.

*Eagle* Off New York

Sir

December the 22d 1776.

Upon a Report from Captain Tollemache, of the Necessity for his presence in England, on Business that materially affects his private Concerns; And in consideration of the State of the *Scorpion*, which is such as will not admit of the Sloop being rendered fit for immediate Service at Sea; I have dispensed with his Attendance on his Duty here, and consented to his return to England: that he may receive the Commands of the Lords Commissioners of the Admiralty, respecting his longer Absence from the Sloop: In the Care of which I have placed Lieutenant Reeve, until their Lordships further Pleasure therein is known. I am Sir

Howe

[Endorsed] 22 Decr 1776 off New York Lord Visct Howe R 23 Feby at 11 P M

1. PRO, Admiralty 1/487.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE SIR PETER PARKER <sup>1</sup>

Copy

*Eagle*, off New York, Decr the 22d 1776.

Sir, By Captain Graeme who arrived the 17th I had the Satisfaction to receive your favor of the 12th giving account of the early and effectual Possession of Rhode Island; An Event which I esteem of great Importance towards a more speedy termination of the unhappy Contest maintained by the deluded People of this Continent.

In order to extend the Benefits of that important acquisition, it will be expedient to disengage as many of the Ships of War under your Command, as soon as they can be conveniently spared, from a longer Attendance on the Service for which they were placed under your separate Direction. Wherefore in consideration of the State of the *Asia*, subsequent to the late accident of grounding off Fisher's Island, on your junction with the Transports in the Sound; and the Condition of the *Experiment* caused by the Action in Charles Town Harbour; I am to desire that the earliest opportunity which a necessary Suspension of your operations with the Squadron for the further purpose of your former Instructions affords, may be taken, for having those two Ships cleaned and refitted. And that You will thereupon immediately direct the respective Commanders to repair forthwith to the Port they can first most conveniently gain in England; But to Plymouth in preference, if circumstances permit: Being o[f] such their Arrival to make the same known to the Secretary by express, that they may receive the earliest orders from the Lords Commissioners of the Admiralty for their further proceedings. But before the dismissal of those Ships on that occasion, you will please to draft from one or both of them, such a Number of Marines as will complete the Complement of Marines on board each of the Ships remaining with You short thereof. The same resource is to be taken for furnishing the Naval or Ordnance Stores, which can be spared with propriety for supplying the Deficiencies of your Squadron in such respects. These two Ships should not be detained longer than the End of the first Week of the next Month, but from absolute Necessity, or some adequate benefit to the King's Service impending In order that they may be returned to this Coast early enough in the ensuing Spring, for the further purpose of this appointment.

You will likewise please in the same Circumstances, to deliver the Orders and separate Instructions enclosed herewith to Commodore Hotham. And as I conclude the *Emerald* and *Brune* may be spared for the same Service, I desire You will give the necessary directions to the Captains of those Ships to put themselves under the Command of Commodore Hotham accordingly; One condition however that they also are not wanted for any present occasion whereof I am not advised. And as the Harbour of Newport will become the chief Port of Rendezvous for the cruising Ships during the Severity of the ensuing Winter Season; You will be furnished with other Frigates from time to time, to act under your orders, as I have opportunity to make my intentions known therein to the several Commanders.

There was an original Mismanagement in the transaction with the Persons in Authority in the Colony of Rhode Island and Providence Plantation, respecting the Mode of carrying the proposed Exchange of Prisoners into execution; By the appointment of Block Island for the Place of mutual delivery of the Prisoners to be there exchanged. Hence the pretension of Mr Benjamin Stelle cannot well be disputed. I therefore think it fit that he should be immediately dismissed; Having it made known to him that his detention has been occasioned by the want of timely notice from Captn Furneaux, who was prevented therein by the tempestuous Weather that succeeded the Agreement, and afterwards forced him back to this Port. Mr Stelle's fruitless attendance off of Block Island, has been an unavoidable effect of the same Cause. But in order to prevent such dis-

appointments in future, and (which of course it is desirable to conceal from him) to secure to the King's Service the benefits which were the primary objects of giving countenance to such an Intercourse with the King's rebellious Subjects, You will please to apprise him that the further Exchange which may be made of Prisoners on either Side hereafter, will be conducted under your direction: In manner as I shall have the honor to explain to You more fully in a separate Letter. You will please further to acquaint Mr Stelle for the Information of his Employers, that the 36 Prisoners as by the enclosed List have been set at liberty in Connecticut, in consequence of Advice I had received from one of the Persons discharged that several British Prisoners had enjoyed the same benefit in pursuance of the agreement with Captn Furneaux. The number so released not being then properly ascertained to me, I did not wait for that formality, and find by the List you have transmitted (which I therefore herewith return) that 11 are due on the Part of his Employers.

It is with much concern that I have been advised from the Contents of Captain Macartney's Letter of the necessity Captain Fielding deemed himself under to resent the Insult offered to the Flag of Truce he sent to Nashawn Island, in the manner therein stated. If the Inhabitants were conscious of the Deference paid by all civilized Nations to an Intercourse proffered under the Sanction of a Flag of Truce, they certainly merited the severest Treatment. But as I rather suppose they are of a Class wholly uninformed in such Distinctions, I much wish that other expedients had been taken to apprise them of their Misconduct; and that Extremities, which could have no immediate advantage to the King's Service attending them, had been at least postponed.

Nevertheless as things are now circumstanced it becomes necessary that the motives for proceeding to such severities, should be made generally known, Lest an impression should be taken of the King's intentions with regard to the ignorant and misguided part of his disaffected Subjects, different from His Majesty's most gracious purpose in such respects.

You are therefore requested to use every seasonable means, for making those motives, so generally known. And if the Circulation thereof cannot be advanced through the Channel of any intercourse which the Inhabitants of Block Island may probably hold with those of the Elizabeth Islands, and of the adjacent Coasts of the Continent, it is my earnest desire that it may be made an Object of particular Attention, and every requisite facility given to promote it.

And for the same beneficial purposes, You are at liberty, in respect of these Instructions, to grant, and it is advisable to take all suitable Opportunities to allow, the Inhabitants dwelling upon the Coasts adjacent to the Stations of the Ships under your command, the use of their ordinary Fishing-Craft or other means of providing for their daily Subsistence and Support; where the same does not seem liable to any material abuse. And in your Signification thereof to the several Captains, I must desire You will also recommend to them, to encourage and cultivate all amicable correspondence with the said Inhabitants, to gain their good Will and Confidence, whilst they demean themselves in a peaceable and orderly manner. And to grant them every other Indulgence which the Limitations upon their Trade specified in the Act passed the last Session of Parliament for re-

straining the Commerce of the rebellious Colonies therein mentioned, will consistently admit: In order to conciliate their friendly Dispositions and to detach them from the Prejudices they have imbibed to the Subversion of all legal Authority in the different Provinces concerned.

Having made, from the number of Frigates under your Orders, the dispositions requisite for blocking up the Ports of New London, Westward; Those in Buzzards Bay, Eastward; And the Channels from Providence and the adjacent parts communicating with your present Station; No means offering for getting possession of, or destroying the Armed Vessels of the Enemy, collected in those Retreats, It will be next incumbent to provide similar Restrictions on the New England Ports. In these several instances, I conceive it will be expedient to suggest proper places of Anchorage for the cruising Ships to retire to at times, for enabling them to keep at, or near their Stations, during the ensuing Winter Season.

In respect to a suitable Provision for the necessary restraint upon the New England Ports, Out of the Frigates You may have from time to time with you disengaged from the several Services previously noted in the preceeding paragraph, a sufficient number (I trust,) will remain, to be successively appointed for this important object. Very secure anchorage I am told, may be found for them in Cape Cod Bay; under Cat-Island, near Marblehead; As well as Mount Desert to the Northward, occasionally. It will become the several Captains to consider and avail themselves of the best Use to be made thereof, for intercepting the Armed Vessels fitted by the rebellious Colonists in their Passage to and from the adjacent Ports; and for the re-capture of the Prizes made on the property of His Majesty's faithful Subjects inhabiting other Parts of the British Dominions. A further care will be requisite in these last Appointments, that the Force of the Frigates may be sufficient to guard against the hazard of Insult, from a too superior Enemy; reduced as the Rebel Colonists are now become, to assemble their chief maritime Strength at Boston. In this view I shall submit to your Consideration the propriety of appointing two Frigates to keep together, nearer the Coast, for being able to secure a seasonable Retreat at all times either under Cape Cod, Cat-Island or the Isle of Shoals; on such appearance of bad Weather as threatens otherwise to force them from their Station. The other Frigates (whereof I judge that two at most will be a sufficient number) ordered for the same Service, may be stationed separately off St George's Bank in different Latitudes; Or from 20 to 30 Leagues Eastward of the former: The several Captains being advised of such their respective Appointments.

To correspond with this Intention, and to furnish more sufficient means for suitable Reliefs of the several stationed Ships acting under your Orders, directions will be sent for the Cruizers lately appointed from Halifax to the New England Coasts and assembling occasionally at that Port, to rendezvous during the ensuing Winter and repair for the necessary supplies of Provisions and Water, at Rhode Island. The Captains returning from those Coasts will furnish Lights for a better Choice of proper Stations (if necessary) for the several purposes aforesaid; and your Ability and Judgment will profit thereby, for amending the appointments accordingly.



In the attempts made to derive advantage from an Exchange of Prisoners, there is reason to suspect that the disaffected Americans with whom that matter has been hitherto transacted, have countenanced if not assisted, the escape of the returned British Prisoners. Wherefore I am to desire You will please to authorise and inform the several Captains of the cruising Ships; That in case by the capture of any Trading Ships of the Rebels, or Ships armed for War they shall be encumbered with a number of Prisoners not inclined to enter for the Service, they are permitted to exchange the same against any British Prisoners, Officer for Officer claiming equal Rank in the said Armed Vessels, and Sailor for Sailor, as by any communication for that purpose which they may have opportunity to open with the Inhabitants of the Provinces having such British Prisoners in possession, they are able to effect. But if being unable to make such advantageous exchange, they are likely to be forced to quit their Stations because of the number of Prisoners they may have on board, they are, in that case, equally permitted to land such of them as were not taken in Arms; in the Provinces to which they belong, or where more convenient with respect to the purpose of their cruising Instructions.

The nine victualling Transports named in the Margin have  
*Sally*                    been sent under Convoy of the *Kingfisher* for the Supply of the  
*Betsey*                   Ships arriving from time to time at Rhode Island. And that due  
*Active*                   Care may be taken in the Conduct of the Issues and Receipts  
*Success*                  thereof, and in other matters having reference thereto, the Agent  
*Nancy*                   Victualler at this Port has been directed to forward by the same  
*Northam*               Conveyance, a particular of the several Articles in the said Vic-  
*John*                   tualling Ships contained, with other needful Documents:  
*Triton*                  Whereupon You are desired to cause proper regard to be paid  
*Generous Friends* by such Deputy Agent, as, being hereby so impowered, You see  
fit to charge with those several Authorities. And for his encour-  
agement in a faithful Discharge of the Duties he shall so undertake, he will be  
allowed five shillings a day during the time of his continuance in the management  
thereof; upon the Certificate of the Agent Victualler, to whom he is to make report  
of his proceedings from time to time.

And as the said Victualling Transports are taken up on monthly Pay, which is to be continued until their return to Deptford, unless the Masters shall desire to be discharged abroad; In which last Case they are to be respectively allowed one Month's Freight after their discharge; It will be for the Advantage of the King's Service that the Transports should be cleared of their Lading as soon as may be. Wherefore if any Stores can be provided on Shore wherein the several Articles of Provisions can be safely deposited and secured from Fire, or other such destructive Accidents, it is advisable to adopt that Expedient for the earlier Discharge of the Ships; Putting them under Convoy to be seen 50 Leagues into the Sea, and there left to prosecute their intended Voyages or to proceed on their return to Europe accordingly.

For supplying the Cruisers under your Orders with Naval Stores, the same Facilities do not offer. One Store-Ship may be daily expected to arrive from Hali-



fax. And I have already sent Directions for another to be appointed for this Port also; Whence I flatter myself I shall soon be sufficiently assisted in the Articles of Sails and Cordage. But of Masts, Plank and Spars of different Dimensions there is the greatest Want. I shall be glad to have Advice if any Provision can be made thereof at Rhode Island, and for the repairs that may be necessary to the Flat-Boats, the due care of which you will permit me to recommend to your particular Attention. I have the honor to be, with great regard [&c.]

Howe.

[Endorsed] Copy. Letter to Sir Peter Parker Dated 22d Decem: 1776. No 1. In Lord Howe's Letter of the 15 Janry 1777

1. PRO, Admiralty 1/487.

PENNSYLVANIA COUNCIL OF SAFETY TO COMMODORE THOMAS SEYMOUR <sup>1</sup>

In Council of Safety.

Sir, [Philadelphia] December 22d, 1776.

You are hereby directed to order four of the armed Boats, that have the best accommodations to Bristol; when they arrive there, they are to receive further Orders from the Commanding Officer of that place. If the Crew are not provided with Blankets and other necessaries for that service, by applying to this Council they shall be supplied, and the Commissary is to supply the Crews with double allowance of Rum while they remain at that place. Care must be taken that the Boats be returned when they can no longer continue safe, on account of the Weather.

1. *Pennsylvania Archives*, 1st series, V, 129–30.

CAPTAIN ANDREW SNAPE HAMOND, R. N., TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

My Lord *Roebuck* in Cape Henlopen Road the 22d Decr 1776.

As I send the *Perseus* to convoy two prizes within sight of New York, I have the opportunity to acquaint your Lordship.

That since my arrival here (which was on the 9th instant[]) 1st no event of any consequence concerning the Motions of the Rebels, or information has come to my knowledge, but from a little communication, I have had by Flags of Truce with Lewis Town; The People there seem much more friendly to Government, than they were some time ago: The Colonel of the Militia who commands in this district received the last proclamations from the officer, and said they should be dispersed.

I can assure your Lordship that all possible vigilance has been used to Stop the Navigation of this Port, and notwithstanding the *Perseus* and *Camilla* were driven off by the Northerly winds for near a week, our endeavours have not been ineffectual, for except one Vessel that the *Falcon* missed by her bad sailing, I know of none that has passed by us, which I must do Captain Linzee the justice to say, has been much owing to his diligence, as I have stationed the *Falcon* on the inside

of Cape May, which is the channel all the small Vessels frequent and which is so narrow that nothing can pass without being in reach of his Guns.

As the *Pearl* has never joined me and Captain [Thomas] Wilkinson informed me, he would be ready for sea in two or three Days after I sailed, I conclude your Lordship has detained him at New York. I have the honor to be &ca &ca &ca  
A S Hamond

1. Hamond, Letter Book, March 1776–December 1777, UVL.

JOURNAL OF H. M. S. *Pearl*, CAPTAIN THOMAS WILKINSON <sup>1</sup>

Decr [1776] [Off Coast of Delaware]  
Saturday 21st AM at 9 set the Mainsail & haul'd up the Mizen  
Strong gales and hazey. PM The Schooner Prize in Com-  
pany.<sup>2</sup> at 11 More Moderate, Set the Foresail.  
Sunday 22 AM Set the Topsails. Saw two strange Sail to Windward,  
out all reefs, Sway'd up topgallt Masts and Yards. at 10 hoist  
out the Barge arm'd, and sent her in pursuit of a Schooner.  
Light breezes. at 5 PM Brot too, and sent our Boat with a  
petty Officer and 4 Men on board the *Betsey* Sloop from St  
Martins bound to Baltimore <sup>3</sup>

1. PRO, Admiralty 51/674.

2. Schooner *Read*, taken the day before.

3. With a cargo of salt, J. Hayman, master, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

23 Dec.

TRIAL IN VICE ADMIRALTY COURT AT HALIFAX OF THE AMERICAN BRIG *Dolphin*  
AND CARGO <sup>1</sup>

Nova Scotia	}	Cause
Court of		
Vice Admiralty		

Charles Ford Esqr Commander of his Majestys Ship *Unicorn* VS  
the Brig *Dolphin* and her Cargo –

2 Decr 1776 Libel filed & entred order made thereon as on file

Registers Office December 6th 1776.

William Roberts Seaman on board the Brig *Dolphin* being duly Sworne Deposeth, that the said Brig *Dolphin* was own'd in Falmouth New England, & was loaded there & Bound to the West Indies, that on or about the 19th Novr last, they was taken by his Majesty's Ship *Unicorn*, being then to the Southwd of Georges' Banks, & that said Brig was by said Ship *Unicorn* brought into this Port of Halifax.

William Roberts

Archibald Allardice Masters mate on Board his Majestys Ship *Unicorn*, being duly Sworne Deposeth that on the 19th of November last they fell in with and took the Brig *Dolphin* in the Lati-

tude 41..15. & Long. 68..22, that when they were Boarding the said Brig, the People from the Brig Fired upon the Boats, That the Papers were taken into Capt. Ford's Possession, & the Brig & Cargo brot into this Port of Halifax where she now is, loaded with Boards, Shingles, Staves & Hoops, & was Bound to the West Indies

Arch<sup>d</sup> Allardice

Decr 23 } Court opened by making Proclamation as usual  
1776 } Proclamation for all Claimers none appeared the advocate General moved for a Decree which the Judge ordered to be pronounced as on file – whereby the Brig *Dolphin* and Cargo were Condemned as Lawful Prize Court adjourned without Day –

1. Vice Admiralty Register, 1769–1777, vol. 5, 479, N. S. Arch.

SALEM COMMITTEE OF CORRESPONDENCE TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honorable the Council of the State of the Massachusetts Bay  
May it Please the Honble. Board

In compliance with an Order of Council of the 11th Instant, directed to this Committee, they have apprehended, and caused to be confined, all Masters Mariners and Seamen, taken on the High Seas, who have not entered into the Service of this or some of the united States and were Resident in this Town.

The Mariners and Seamen the Committee were under the disagreeable necessity of committing to the Common Goal; but the Masters, and one other Gentleman Vizt Mr Henry Seaton, who was Super Cargo on board the Vessell in which he was taken, the Committee thought themselves authorized by the order of Council to suffer to remain in their respective Lodgings, taking their word of honor that they would not go beyond the limits of the House and yard where they were so Lodged untill further order of Council: and as the Committee in this part of their conduct were actuated solely by principles of humanity they hope it will not be disapproved of by the Honorable Board. The Committee would observe to the Board that the reason why the number of persons, now apprehended and confined is so much less than the Return lately made to the Honorable Board is, as they suppose, that the order of Council for apprehending them was by some means or other known before the Committee could put it in execution.

By order of the Committee  
Joshua Ward Chairman PT

Salem December 23rd. 1776

[Endorsed] In Council Dec. 24th 1776

Read & Ordered – That the above Return <sup>2</sup> made by said Comittee be referr'd to the Comittee appointed to prepare Instructions to the Masters of the Cartel Vessels design'd for N York –

John Avery Dpy Secy

1. Mass. Arch., vol. 8, 197.

2. See next entry.

RETURN OF BRITISH NAVAL PRISONERS IN SALEM <sup>1</sup>

Return of the Names of Masters, Mariners and Seamen taken on the High Seas and who have been apprehended by the Committee of Correspondence &c - of this Town agreeable to an order of the Council of this State Dated December 11th. 1776

Prisoners Names		Names of the Vessels In which they were taken	Names of the Vessels By wch. they were taken	Names of the Commanders of the Vessells, by which they were taken
Masters -	Mariners & Seamen			
John Bishop John Fletcher Benjamin Burton Henry Seaton	William Craven William Parrot John Tozer	Sally Providence Success Amy Fanny Henry & Ann Sarah Ann Sarah Ann	True American True American True American Revenge Massachusetts Rover Rover	Daniel Hathorne Daniel Hathorne Daniel Hathorne Joseph White Daniel Souther Simon Forrester Simon Forrester

Aaron Proudén	Good Intent	Rover	Simon Forrester
John Towers	Henry & Ann	Massachusetts	Daniel Souther
Joseph Ward	Henry & Ann	Massachusetts	Daniel Souther
William Moor	Henry & Ann	Massachusetts	Daniel Souther
Joseph Harfield	Good Intent	Rover	Simon Forrester
George Bennison	Garland	Polly	[Isaac] Collier
Matthew Crozer	Garland	Polly	[Isaac] Collier
Timo. Williamson	Henry & Ann	Massachusetts	Daniel Souther
Paul Postle	Sally	Dolphin	[John Leach]
Joseph Cidwell	Alfred	Retaliation	Eleazer Giles, Junr

Masters4

Seamen13

17Total.

By order of the Committee

Joshua WardChairman

P T

17 Total. All confined in this Town

Committee of Correspondence Inspection & Safety: Salem December 23d. 1776

1. Mass. Arch., vol. 8, 195.



PETITION OF GEORGE CROWNINSHIELD TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

State of the Massatusetts Bay

The Humble Petision of George Crowninshield of Salem Sheweth that He your Petisionor Had at the time of the imbargoes taking Plase A Shipp Called the *Bachelor* / William Gray Master Lying at Newbury Port All Loaded & Ready fitted for the Sea & was to Saile On the Aproach of the first fair wind from thence to the Westindies with A Cargoe of Lumber & thier to Dispose of the Same, to Some of the friends of theese States & then to Lay the Proceeds Oute in Salt Gunpowder & Brimstone &c Such Articalls As is Much wanted Heere, An As By the Order of this State your Petisioner Humbly Consives He Cannot Proceede On the Voige Aforesaide withoute Lieve – Begge your Honours would take the Same into your Serious Consideration & Grant Lieve for the Sd Shipp to Proscede On Her Voige As Above Mentioned, Or in Any other whey your Honours Shall think Meete & your Petisioner As in Duty Bound Shall Every Pray

G Crowninshield

To the Right Honorable the Counsill Now Setting in Boston  
Salem Decembr 23 1776

[Endorsed] Council Chamber Decr 20d [*sic* 23] 1776

To the Naval Officer of the Port of Newbury Port – permit the Ship *Bachelor*, Burthen about 200 tons, bound to the west Indies, whereof William Gray is Master, to proceed on her sd Voyage with a Cargo of Lumber and Rice, the Owner of sd Ship making it appear that sd Ship was loaded & ready for Sea the 7th inst said Master giving Bond that he will import in sd Ship Molases, and Military Stores, the Dangers of the seas and Enemy excepted –

By order of Council

John Avery Dpy Secy

1. Mass. Arch., vol. 166, 152, 152a.

MEMORIAL OF JOSIAH THROOP TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Honourable the Council and Assembly of the State of the Massachusetts Bay

The Memorial of Josiah Throop in behalf of the County of Cumberland in Nova Scotia

Most Humbly Sheweth

That the Inhabitants of the District of Cumberland are Chiefly from New England and having to flee the Sweets of liberty cannot relish the bitter Potion prepared by the hand of Tyranny for them Implicitly to Swallow –

That after a Series of Arbitrary Impossions Suffered from Government they with much difficulty and Secrecy Sent Capt Jonathan Eddy to represent their Case to this Honorable Court and if possible to procure Some means of redress

That the latter end of October last he arived in the Country with about fifty Volunteers from Machias and the river St Johns and took Capt John Walker with a party at Shepody about thirty miles down the Bay from Cumberland where he was Stationed to prevent any Communication with the American States; and then

proceeded to Cumberland and being Joyned by a few of the Inhabitants, they on the night of the Sixth of November took a Sloop of about a Hundred tons loaded Chiefly with Provisions for the Garrison, on board of which was a Guard almost equal in number to the party that boarded her, and Divine Providence as an Omen of our Success and to Encourage our hearts Sent numbers more of the Soldiers into their hands in ways truly remarkable on the news Spreading the Inhabitants on the eighth and ninth repaired to Eddy and his party to the number of about two hundred – and on the tenth a Summons was sent to Col [Joseph] Goreham to Surrender the fort – on the Eleventh they received his answer refusing to Surrender, together with a Manifesto to the Inhabitants, Declaring that his Most Gracious Majesty had Sent him there to defend and protect them if they would be Peacible and Loyal – But that if they Should aid or assist the party of Resistors that had come from the Rebelious Colonies he would put the laws in force and they might depend on an Immediate Military Execution – They returned him answer by a flag that they had rather die like Men than be hanged like dogs –

On the twelfth they prepared for Scaling the walls and made an attempt that night but found it Impracticable as they had nothing but Small arms – and the Fort was Piquetted in and the walls and Ramparts lately repared they have Six Cannon about a Hundrd men and Six hundred Small arms – They on the thirteenth chose a Committee of Safety, ranged them Selves in Companies and began Such Measures of Self defence as appeared to them best in so Critical a Crisis – They then dispatched your Memorialist with advices to this Honourable Court – who left them Co[n]sisting of about three hundrd including Accadians without Cannon or other Military Articles Save their Small arms; without Commission for what they have already done or Orders from proper authority to do more – But with a Cheerful dependence on divine Providence; in high Spirits having Shut up the fort and cut off all Succour; They were Making a brave stand in the defence of liberty waiting for Assistance from your Honours on the return of your Memorialist

Who therefore Prays – That your Honours would take our Case into your wise Consideration and Grant –

That the Counties of Cumberland and Sunbury in Nova Scotia be taken under the Protection of this State till that Province can be Subdued

That Coasting vessels for the future may Clear out for Pasamaquady the river St Johns and Cumberland and that Certificates from them places to any Port in this State may Secure them from the American Privateers

That our army now in Cumberland be considered as part of the Continental Army and taken into Continental pay

That a Colonels Commission be Sent to Jonathan Eddy Esqr to command the forces now raised and to be raised for our purpose this winter –

That blank Commissions for Officers for about five hundred men be Sent to our Committee to fill up for Such men as Shall be chosen by the Soldiers –

That Machias be fortified and Garrisoned for a retreat or Asylum for Our women and Children if need be –

That Some Cannon Mortars and War like Stores be Sent to Machias this winter So that we may have them early in the Spring

That two or three armed vessels be ready very early in the Spring to proceed up the Bay Funday and if possible, five hundred Land Men

That Provisions Powder and ball may be Sent for those that are now there as early in the Spring as May be –

Or that Such other Methods may be taken for our Safety and Success in the Cause as Your Honours in Wisdom Shall think most Expedient

And we doubt not but by the Divine Blessing and Your friendly Assistance we Shall Soon add another Stripe to the American flagg – and another Colony to the United States –

And for Your Honours Your Memorialist as in Duty bound Shall Ever Pray  
Josiah Throop

Boston December 23rd 1776

In the fifth Year of the Glorious American Era

[Endorsements]

In the House of Representatives Decr 25. 1776

Read with the other Papers accompanying it – and thereupon – Ordered – That Coll McIntosh Mr Gardner of Salem & Capt Batcheldor With such as the Hon Board shall join be a Committee to take the same under Consideration & – report

Sent up for Concurrence

Sam<sup>l</sup> Freeman Speakr P–T

In Council Decr 27t 1776

Read & Concurr'd & John Winthrop & John Taylor Esqrs are joined on the Part of the Board –

Jno: Avery Dpy Secy

The Committee of both Houses appointed to consider the Memorial of Josiah Throop, and the Papers accompanying it, have attended that service, and beg leave to report as their opinion,

That coasting Vessels, under such restrictions as this Court shall direct, be permitted to clear out for Passamaquoddy, the river St John's and Cumberland in Nova Scotia; and that Certificates from those places may secure such Vessels from American Cruisers.

That a Colonel's Commission be sent to Jonathan Eddy, to command the forces raised, or which may be raised for the defence of the Eastern Frontiers of this State and the adjacent places, and the annoyance of the enemies of the United States.

That a Captains Commission be given to Josiah Throop, under Col. Eddy, – and that a Commission be given to Chaloner under Capt. Throop. These beforementioned Officers not to be entitled to pay, until further orders.

That 200 lb gunpowder, 600 lb leaden ball and 500 flints be delivered to Mr. Throop; he to be accountable to this Court for the same when called upon.

That a Letter be writ to Congress, inclosing the several Papers abovementioned, & recommending the same for their serious consideration.

All which is humbly submitted –

J Winthrop P order

Decr 28. 1776.

In Council Decr 28t 1776 Read & Sent down John Avery Dpy Secy

In the house of Representa[tives] Decr 28. 1776

Read and Accepted and thereupon Ordered That the Committee appointed to prepare a Letter to the Hon. Congress on the State of our Public Affairs be the Committee to write the Letter mentioned in said Report Sent up for Concurrence

Sam<sup>l</sup> Freeman Speakr PT

In Council Decr 28t 1776 Read & Concurr'd Jno Avery Dpy Secy

1. Mass. Arch., vol. 211, 434–37.

PETITION OF DANIEL FOX TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Hon. Council of the State of Massachusetts Bay.

Humbly Shews

Daniel Fox that he some time since arriv'd at Falmouth in Casco Bay in the Sloop called the *St Croix Packet* from the Island St Croix with a Cargo of Rum Sugar Salt Cloth Warlike Stores &c. – with a part of which Cargo he has procur'd a Cargo of Lumber & Fish for the Sloop *Friendship*, burthen about one hundred Tuns James Dilworth Master bound for St Croix, which Vessel was ready to sail clear'd out at the Naval Office in said Falmouth two Days before the Resolve of Court for the general Embargo arriv'd –

Also a Cargo of Masts Spars & some Boards for the Brigantine *Squirrel*, burthen about one hundred & forty Tons Jonathan Paine Master bound for France –

Also a Cargo of Boards & Hoops for the sd Sloop *St Croix Packet*, burthen about sixty Tons Seth Hinkley Master bound for St Croix – And humbly prays that the Hon Council wou'd permit the abovemention'd Vessels to sail with their respective Cargoes to the places of their destination. And your Petitioner as in Duty bound will ever pray –

Boston Decr 23. 1776

Daniel Fox

[Endorsed] Council Chamber Decr 23d 1776

To the Naval Officer of the Port of Falmouth permit the Sloop *Friendship*, of about one hundd tons Burthen, bound to St Croix, whereof James Dilworth is master, loaded with Lumber and Fish – also the Brigantine *Squirrel*, burthen about an hundd and forty tons loaded with Masts, Spars, and Boards, bound for France, of which Jonathan Paine is Master – also the Sloop *St Croix Packet*, whereof Seth Hinkley is Master loaded with Boards and Hoops, bound for St Croix to proceed on th[ei]r sd Voyages the Masters of wich giving Bond, that they will import in sd Vessels, West India Produce, Cloathing and military Stores the Dangers of the Seas and Enemy excepted. –

Jno. Avery Dpy Secy

1. Mass. Arch., vol. 166, 149–49a.



MASSACHUSETTS BOARD OF WAR TO SAMUEL & ROBERT PURVIANCE <sup>1</sup>

Messrs. Saml. & Robt Purviance, War Office, Boston Decr: 23d: 1776  
Gentlemen

The Board of War for the State of Massachusetts-Bay, having it in command among other things to procure a quantity of Flour & Iron, have taken the Liberty to inclose you Invoice & Bill Lading of Six Hogsheads of Sugar & Four Hogsheads of Rum, which wish safe to your hands; – You will dispose of the Rum & Sugar for the most you can obtain & dispatch the Schooner back with a full load of Common Flour, with the Addition of four Tons of Pig Iron – & two Tons of Bar Iron – <sup>2</sup>

This Vessel the Board proposes shall be follow'd by several others under the like Address probably one or more of them large Vessels for Europe; not doubting from your well known establishd Character, that you will exert yourselves to give them all possible Dispatch – I am Genn. By order of the Board [&c.]

S. P. Savage Prest: P.T.

1. Mass. Arch., vol. 151, 13, Letters from the Board of War, 1776–1780.

2. Schooner *Ellen*, Captain Ichabod Morton, Mass. Arch., vol. 151, 393, Letters from the Board of War, 1776–1780.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN HOLTON JOHNSON <sup>1</sup>

Capn. Holten Johnson, War-Office, Boston Decr. 23d. 1776 –  
Sir,

The Board of War having consign'd the Brigg *Ann* Amos Mansfield Master to your Address, desire you on her Arrival in Baltimore to dispose of her Cargo to the best Advantage & with the proceeds to load her with Flour for France, & consign her to Lewis Poncet & Son in Bourdeaux on Acct. of the Board of War for the State of Massachusetts-Bay. – If you find it impracticable (but we beg you wou'd not give over till you have try'd every means) to persuade the hands to go to France, as they are ship'd for Baltimore only, you will load her with Flour, & Iron, & dispatch her for this Place; – If you find the Cargo we have ship'd on Bd. insufficient to load her home, you will advance for this Purpose, & draw upon the Board for it; – As an Inducement to the Crew to go the Voy[ag]e to France, you may engage them a passage back in one of the Vessels we shall have from there, & promise them they shall be in pay till their Return, unless captivated by the Enemy. – In Addition to yr Orders within; – Write to Lewis Poncet & Son to dispose of the Brig & Cargo to the Best Advantage, & pass the Proceeds to the Credit of the Board of War for the State of Massachusetts-Bay, By order of the Board,

S. P. Savage Prest. P.T.

[Endorsed] Boston Decr. 23d. 1776,

I acknowledge the above to be a true Copy of the orders I have rec'd from the Honble. Board of War, & promise to obey the same

Holton Johnson

1. Mass. Arch., vol. 151, 393, Letters from the Board of War, 1776–1780.



MAJOR GENERAL ARTEMAS WARD TO JOHN HANCOCK <sup>1</sup>

[Extract]

Sir

Boston December 23, 1776

Having been informed the Army were in distress for want of clothing and there being a quantity on board a Prize lately brought into this port by Captains Skimmer and Tucker, in the Service of the United States,<sup>2</sup> I have forwarded to the Army at or near New York the several articles contained in the enclosed Invoice. I should have had them appraised before they were forwarded but found they would not be without the States suffering thereby, therefore they were forwarded to the Quartermaster General with a desire he would have them appraised before they were made use of; which I hope will be agreeable to Congress.

1. Papers CC (Letters addressed to Congress, 1775–89), 78, XXIII, 335, NA.

2. The brig *Lively*, taken by Washington's schooners *Franklin* and *Hancock*.

*Boston Gazette*, MONDAY, DECEMBER 23, 1776

Boston, December 23.

By a gentleman from Falmouth, we have collected a more particular account of what happened at the Elizabeth islands, on or about the 6th day of December the enemy made their appearance with two ships in the mouth of the Sound between Gay Head and the westernmost islands, after cruising two days some of the crew went ashore on the outermost island, where was a little hut, after buying a few turkeys, asking the price of sheep, and what force was at Tarpaulin Cove, on Naushon Island, they went on board ship again, came to sail and run into Robinson's-hole, near which place lived Mr. Jeremiah Robinson, a quaker, who made not the least opposition to their landing, but his family through fear, which consisted of his wife, an aged mother of 80 years, with 9 or 10 children, fled to the woods for safety. The enemy landed about 150 men, plundered and burnt the house in which was all the poor man's beef, pork, roots, butter, cheese, &c. together with all his furniture, not content with all this, they burnt his corn barn, in which was all his grain, killed and carried off two or three cattle and hogs, likewise killed and left dead on the ground some of his milch cows, and wounded and mangled others in the most cruel manner – Thus was a peaceable and good liver in a few hours reduced to the greatest distress, by worse than brutal enemies.

Capt. [Benjamin] Nye who was stationed at the Cove, with the help of the militia from the neighbouring towns very soon made a strong party, went up to the west end of the island, but they had gone on board the ships, and the next day stood out of the sound. We have not been able to learn who commanded the ships.

By a Vessel arriv'd at Cape-Ann from Guadaloupe in 19 Days, we learn, that before she sail'd six French men of war and some transports arriv'd there from France, who were part of a fleet that bro't 15,000 troops; and that the Captains of the men of war said they did not doubt but that war was declar'd in France against England before their arrival.

On Friday 3d of January next, at Eleven in the Morning, will be Sold by Public Vendue, at Bedford, in Dartmouth 1,400 Sacks of Oats, 30 Barrells of Beef, and Pork. And the Snow *Friendship*, about 250 Tons burthen, both River built Vessels and well found

J. Russell, Auctioneer.

To be sold at public Vendue, on Tuesday the 31st of December Instant, at Ten o'Clock, A.M. on *Richard Derby*, Esq's Wharff, in Salem:

The Prize Brigantine *Amy*, about 180 Tons burthen, about 6 Years old; together with her Appurtenances. She is a very burthensome Vessel extremely well calculated for the Lumber Trade.

Also to be sold at the same Time and Place, at Vendue,

The Prize Brigantine *Providence Success*, about 100 Tons Burthen, 5 Years old. Inventories to be seen, and Vessels and Appurtenances to be viewed any Time before the Sale, by applying to

Walter P. Bartlet, Auctioneer.

On Thursday the 2d of January next, Will be Sold by Public Auction, at Newbury Port, The Brigantine *Susannah*, burthen about 180 Tons. – Also –

About 300 Pipes and Hogsheads of genuine red and white Port Wine, a Quantity of Sheet Cork, and a Number of Boxes of Plumbs. Also –

Upon the same Day, at Newbury Port will be Sold The Snow *John*, burthen about 180 Tons, and the Brig *Lark*, burthen about 130 Tons.

The Sale will begin at Ten o'Clock, A. M.

J. Ingersoll, Auctioneer.

To be sold at Public Auction, on Tuesday the 7th Day of January next, 1777, at Salem;

The Prize Ship *Sally*, about 220 Tons Burthen, built at Philadelphia, well found with Sails, Rigging, Cables, Anchors, &c. Inventory to be seen by applying to Samuel Williams, any Time before the Sale.

Said Williams has for Sale, excellent Lisbon Wine, in Quantity or single Cask. Also one Cask of about 50 Gallons of very excellent Red Port Wine.

Should not the Wine be sold at private Sale before the Day appointed to sell the Ship, the remaining Part of [it will be sold at] Auction.

SAMUEL TUDER TO PETER R. LIVINGSTON <sup>1</sup>

Gentlemen –

Poughkeepsie, December 23d, 1776.

As we are informed you have a quantity of tar at Fishkill Landing, and we are much in want of some for Mr. De Grushe to tar the rigging for the ships,<sup>2</sup> should be glad you would let Mr. De Grushe, the bearer, have some; he will inform you what quantity he will want. I am with great respect, gentlemen [&c.]

Saml. Tudor.

To the Honourable Peter R. Livingston, President of the Convention at Fishkill.

1. *New York Provincial Congress*, II, 261.

2. *Continental frigates Congress and Montgomery*.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM,  
H. M. S. *Preston* <sup>1</sup>

Copy

Whereas a Chief Object in the appointment of the large naval Force destined to be employed in North America, has been for carrying into Execution the Provisions of an Act passed in the last Session of Parliament for preventing all Trade and Intercourse with the several Colonies and Provinces therein mentioned; And I have thought it necessary to put the Ships intended to be stationed on the Southern Parts of this Continent under your particular Direction for that Purpose, until further Order: You are therefore hereby directed to repair as soon as may be in His Majesty's Ship the *Preston* with the other Ships named in the Margin [*Brune* and *Emerald*] to Chesepeak Bay, where you are to establish your present Chief Station in the mean time, and in such part thereof as You see fit. And You are to appoint the said Ships, in conjunction with those you may find within the Limits of your command, or which may be hereafter sent to you, to such Stations between the Eastern Point of the River Delaware and Southern Extremity of the Province of Georgia & Coast of East Florida provisionally, as you shall judge from information obtained, and your further knowledge of the Ports and Shores thereof, they may be best employed on, correspondent to the intentions of the Legislature in the said Act expressed: And also to prevent the King's rebellious Subjects from succeeding in their endeavors to procure Supplies of Ammunition and other military Stores, And to take or destroy their Armed Vessels, by every Means in your power.

You are nevertheless at liberty in respect to these Instructions to grant, and it is advisable to take all suitable opportunities to allow, the Inhabitants dwelling upon the Coasts adjacent to the Stations of the Ships under your Orders, the use of their ordinary Fishing-Craft, or other means of providing for their daily subsistence and support; where the same does not seem liable to any material abuse. And in your Signification thereof to the several Captains You are to recommend to them to encourage and cultivate all amicable Correspondence with the said Inhabitants to gain their good will and confidence, whilst they demean themselves in a peaceable and orderly manner; And to grant them every other Indulgence which the necessary Restrictions from their Trade conformable to the Tenor of the before recited Act, will admit: In order to conciliate their friendly Dispositions, and to detach them from the Prejudices they have imbibed, to the subversion of all legal authority in the different Provinces concerned.

If by the Capture of any Trading Ships of the Rebels, or Ships armed for War, the Ships of the Squadron under your Command should be encumbered with a number of Prisoners not inclined to enter for the Service; You are permitted to cause and direct an Exchange to be made of the same, against any British Prisoners, Officer for Officer, claiming equal Rank in the said Armed Ships, and Sailor for Sailor, as by any communication for that purpose, which the Captains may have opportunity to open with the Inhabitants of the Provinces having such British Pris-

oners in Possession, they are able to effect, But if being unable to make such advantageous Exchange, they are likely to be forced to quit their Stations because of the number of prisoners they may have on board, You are in that Case equally permitted to direct the landing of such Prisoners as were not taken in Arms; In the provinces to which they belong, or where more convenient with respect to the purpose of the cruising Instructions which shall have been given to the Captains subject to that Inconvenience.

You are to co-operate with the Commander in Chief or other General Officer commanding His Majesty's Land Forces by every means suggested to you, wherein you are able to promote the King's Service, and for restoring Order and legal Government in the Colonies and Provinces in which the re-establishment thereof is still opposed.

And You are finally to transmit by every safe Conveyance, the most particular account of your proceedings in the employment of the Ships under your Direction, the incidents that occur, and the Stations on which they are placed from time to time, with the Condition of them, as Change of Circumstances may require. And you are to communicate by such Opportunities all Intelligence you may be able to gain of the practices and design of the Rebels for strengthening themselves in their illegal Resistance; With the measures that in your judgment appear most effectual for preventing the Success of their hostile purposes. That I may be better able to suit the general Arrangement of the Ships of the Squadron to provide accordingly for these and the several other equally important services which I have in charge.

Given on board His Majesty's Ship *Eagle* off New York the 23d Day of December 1776.

Howe.

[Endorsed] No 2 In Lord Howe's Lre of the 15 Janry 77

1. PRO, Admiralty 1/487.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM <sup>1</sup>

Secret.

*Eagle* Off New York

Copy.

December the 23d 1776.

Sir In Addition to the Orders of the same Date which You will receive herewith, I have thought it necessary to communicate in this separate Instruction, for your further Government and private Information alone, some Particulars that will require your earliest Attention, respecting the more general Employment of the Naval and other Military Force sent to this Country.

Many Opportunities may probably offer in the course of the Service you have been appointed to conduct, for collecting material Intelligence and making useful Discoveries; Not only of the Preparations for further Resistance of the King's Authority by His Majesty's disaffected Subjects, but also of the Pilotage and Navigation on the most accessible parts of the Coasts within the Limits of your Station: Likewise of the Means it may be expedient to adopt, in case it should become necessary to press the Inhabitants of the delinquent Colonies with severer Hostilities; Either by Descents upon the Coasts to ravage the interior parts of the Country, or by making Seizures of Cattle and other Refreshments for the Fleet and Army.





*William Hotham*



But to facilitate the Acquisition of such useful Knowledge, as well as the Concealment of the purpose, those Methods and Opportunities should only be taken for Sounding or other Examination of the Coasts, that will testify the least apparent Intention of that Nature. Hence it becomes necessary to desist from all partial Attempts that may have been proposed, for weakening the Defences of the Enemy or obtaining a limited and temporary Advantage over them: As they would be thereby led to the Discovery of more effectual Measures for resisting the Military Operations it may become expedient to prosecute in great Extent hereafter, in case the Signification of the King's most gracious Intentions with which I have the Honor to be charged in Conjunction with General Howe, for restoring Peace to the Colonies, should yet fail of that happy consequence.

For your further Information therein, I forward herewith Copies of the late Declaration made expressive of His Majesty's benevolent purpose, and of the Proclamation subsequently issued: That the Contents thereof may be circulated by You amongst the Inhabitants of the Southern Provinces in such Manner as you have Opportunity to do with most Effect.

You will nevertheless continue, pursuant to the Tenor of your General Orders, to use every sufficient Means for preventing all Trade and Intercourse with the several Colonies within the Limits of your Appointed Station, according to the Intent and Meaning of the Act of the last Session of Parliament referred to therein.

For the purpose of that Act, as well as to prevent the Armed Vessels of the Enemy from putting to Sea and molesting the Trade of His Majesty's faithful Subjects inhabiting other parts of the British Dominions, or procuring Supplies of Ammunition or other Military Stores; proper Stations should be chosen for anchoring the Ships of your Division in Security, when rendered necessary by Stress of Weather, and in the ensuing Winter-Season: So that they may be soonest enabled to resume their different Stations, in the Delaware more especially, when the Navigation thereof is open in the Spring, and on the other parts of the Coast, from which they may be otherwise forced by the tempestuous Weather to be now expected in Continuance for some Length of time.

It will likewise be requisite to consider the best Means practicable for providing the Squadron with Water occasionally from some Part of the Southern Coast: That the Stationed Ships (when You are provided with a sufficient Number to extend your Care further Southward) may not be drawn away too far from those principal Channels of Communication, by which the Enemy are furnished with their chief Resources for carrying on the War. And as the possession of Rhode Island will facilitate that purpose greatly, You will profit thereby, as You see necessary.

I have added hereto a Chart of the Delaware, the Part of your present Charge to which your principal Attention, and your Presence also, will be most necessary, whilst the Rebel Forces continue in the Town of Philadelphia. The Chart is probably imperfect: Especially in the Degree of Accuracy the purpose of this Instruction requires; But it is deemed the best extant. If it is at all correct, there should be tenable Anchorage to the Westward of the Shoals forming the Pass

named the Narrows, too far distant to be incommoded from either Shore, and sufficiently extensive to prevent Molestation from the Pontoons or floating Batteries the Enemy are said to have provided for obstructing the Passage of Ships of Force higher up the River.

Tho' I would still postpone every Attempt upon those Pontoons or Floating Batteries, under such Circumstances as would lead, if suitably provided, to engage in a regular Attack of the principal Defences on which the Enemy rely for being able to protect the Town of Philadelphia from Insult; I do not therefore mean that the Ships should neglect any favorable Opportunity that may present for getting possession of, or destroying, any such Pontoons and Armed Vessels as shall be in all other Situations exposed to Capture or Annoyance.

By the Copies herewith enclosed of the Orders given to Captain Hamond, you will be fully acquainted with the Measures taken for securing the Passage of the Delaware until the Navigation is rendered impracticable, according to the general Experience, early in the next Month. You will see therein the Provision which has been made for commanding that passage in like manner later in the Spring, when the River may be cleared of Ice: This Event is said to happen at different Periods: Sometimes so early as the beginning of the second Week in February. It is therefore desirable that You should be attentive to seize the earliest Opportunity to have possession taken of the Entrance of the River, that the change of Circumstances will admit, and to repair thither yourself as soon after as may be: Taking care to leave suitable Provision for commanding the Passage in Chesapeake Bay. The Orders given to Captain [Hyde] Parker [Jr.], of which You are likewise furnished with a Copy, will instruct You in the Steps it has appeared expedient to pursue for the same End, prior to your Arrival on that Station. You are further provided with a Copy of the Instructions given to Captain Davis for the Conduct of a small Detachment of Ships appointed to a more distant Station, generally; But in which, by the Latitude it has been thought fit to give that discreet and diligent Officer, you may possibly have occasion to interfere. You will therefore be governed in those several Instances, and make such Alterations in the general Appointment of the different Ships, as You see to be of more immediate and effectual Benefit for His Majesty's Service. The same Liberty is given to You with respect to the Orders which (as I am at present informed) I may think fit to give to the Commanders of the other Frigates intended for the more Southern Coasts; To restrain the Commerce and Intercourse with the principal Ports on that part of the Continent also.

The Rebels having been preparing to put to Sea in Armed Ships, two or more together, of greater Force than usual, it may be proper that the Cruizers You detach for a Continuance on such distant Service as affords no Opportunity of finding Support in case of being attacked by a much superior Enemy, should not be less than two to act in Conjunction.

These different Objects will afford sufficient Occasion for the Exercise of your approved Ability and Judgment. And whilst I am therein providing for the Benefit of the public Service, I have the Satisfaction of being able with equal Propriety,

to indulge the Sentiments of Esteem with which, I have the Honor to be,  
Sir [&c.]

Howe.

[Endorsed] Copy. Secret Instructions to the Commodore Hotham

Dated 23d Decemr 1776. No 3 In Lord Howe's Letr of the 15 Jany 1777

1. PRO, Admiralty 1/487.

ROBERT MORRIS TO JOHN HANCOCK <sup>1</sup>

Sir

Philada Decr 23d 1776

I have the pleasure to inform you that the Continental Fleet in this Port is increased by the arrival of the *Andrew Doria* Capt Isaiah Robi[n]son from St Eustatia which place she left the beginning of this Month & next day fell in with a British Sloop of War of 12 Guns <sup>2</sup> which she took after a very obstinate engagement in which the *Andrew Doria* had two men killed, some Wounded, the Main Mast shot through & some other damage, The Sloop had many Men Wounded, Three shot through her Mast, her sails shot to pieces & much damage done to her, this is one of the Sloops the Lds of the Admiralty ordered Admiral Gayton to fit out at Jamaica, & Mr [William] Jones who commanded her has the Kings Commission as Master & Commander, he defended her obstinately & is certainly a brave Man. I will desire the Council of Safety to take his Parole & send him to some safe Place, Capt Robi[n]son manned this Prize & ordered her in for this Port. he also took a Snow from Jama Loaden with Mahogany & Logwood and ordered her for this Port but it is next to an impossibility for them to get in.<sup>3</sup> Nothing but the fast Sailing of the *Andrew Doria* & the extream vigilance of the Captain brought her safe past the Enemies Ships, one of which lies in the Cape May Channelle.

The Cargo on bd this Brig Consists of 208 Dozen pair of Woolen Stockings, 106 Dozn pair of Worsted Stockings 215 Sailors Jackets, 23 Great Coats, 50 ps Dutch plains – 30 ps 900 yds Flannell, 45 ps blue, Brown & white Cloth, 463 Blankets, 218 ps 7/8 linens, Contg 6795 Dutch Ells, 496 Muskets 326 pair of Pistols 100 bbls Powder & 14101 lb of lead, for Acct of the Continent. I recd a letter last night from Genl Washington by Colo [Stephen] Moylan, requesting me to hurry Mr [James] Mease to have Soldiers Cloaths made up with all possible diligence, he says Muskets are not wanted there but that comfortable Cloathing is exceedingly wanted. Colo Moylan advises by all means to send up the Stockings and great Coats now arrived, which I think to do, but shall tell the Genl they were intended for the New Levies and leave him to dispose of them as he may think most beneficial to the Service. The Linens, Plains & Cloths I will deliver to Mr Mease with orders to have them made up, but he will find much difficulty as all the Taylors or near all, are at the Camp & the Council of Safety dare not order them down for fear the rest will follow. The Blankets shall also go to the General to be disposed of as he may think proper The Pistols Muskets, Powder & Lead, I think had best be sent to Lancaster but wish to hear from the Board of War in answer to what I wrote before on this subject The Sailors Jackets must be put onboard the Fleet being much wanted there. I propose that Captn Robi[n]son shoud put all the Seamen Prisoners on board the *Randolph* Capt Biddle & that the

latter shou'd Compell them to do duty whether they enter or not, only following the example set us by the British Act of Parliament

Mr Davis Bevan of this City was taken about five weeks ago coming into our Capes & carried to New York from thence brought round in the *Roebuck* and suffered to Land at Cape Henlopen under a promise to return. he told me that he heard Capt Hammond & other Officers say they are now determined to put a total Stop to our Trade. Six Frigates were sent to Cruize of[f] Georgia & Carolina, six of[f] the Capes of Virginia, & six of[f] our Capes. they have fixed signals & stations so as to keep a compleat line along the Coast and are determined to keep these Stations throughout the Winter if possible, he says only part of the Troops Sent to Rhode Island are to remain there, the remainder are going for Carolina, Bevan is an intelligent Man, & had an opportunity of hearing and learning these things from Lord Howes under Secretary or Clerk with whom he ingratiated himself & was employed in writing for him onbd the *Eagle*. I have sent Mr Bevan down with the letter mentioned in my last to Capt Morgan and the Prisoners on board that Fleet. The Schooner *Wasp* commanded by Lieutt [John] Baldwin has brought into Egg Harbour a Schooner loaded with Indian Corn & Oats, bound from the Lower Countys to New York, he has sent up the Master & five or six other prisoners here. they had been on board the *Falcon* Man of War Capt Linzie, & subscribed the oaths of allegiance Certificates of which were found on them, I sent these Papers to the Council of Safety who Committed the Men to Goal, as there is no Judge of the Admiralty in the Jerseys, & Judge Ross is at Lancaster, I think it advisable to send Waggons to Egg Harbour for the Corn & Oats to feed the Continental Horses in this City. these articles are very scarce here & will bear the Carriage, but I will consult Genl Putnam and the Waggon Master on this Subject as to the Vessell I am of opinion it would be best to sell her without waiting for Condemnation as the Proofs of her Guilt are clear & incontestable and she lies in too much danger to wait patiently for the usual forms. however Congress or the Marine Committee will please to give a positive order what must be done in this respect. Baldwin had retaken a French Schooner that had been taken going out of our Capes by one of the Men of War cruising there, he was bringing her into Egg Harbour when a Fleet of 15 Sail hove in sight, two of which were two Deckers, one or two Frigates, and an Armed brige pursued him so close that he was obliged to abandon his Prize & get into the inlet fast as he cou'd. this happened last Wednesday being short of Provisions he intends coming in here and I wish he may escape the Enemy

You will perceive Sir, that our Fleet will be pretty Numerous here, altho their Force but small compared to the Dangers that surround them, I have conversed with several of the Captains & formed a plan for their getting safe out to Sea & taking such Merchantmen with them as may be ready, they approve the plan and I hope will execute it but, we must have time to get ready & they must act with great Vigilance & Spirit to effect it Upon this occasion I cannot help saying that I am very uneasy, as I am neither instructed what to do nor vested with proper Powers to act as may appear best, I must therefore request that Congress or the Marine Committee will either instruct me pointedly what to do, or give me proper Authority to Act for the best for the object is important and if misfortunes hap-



pen which is very probable it would be hard that I should hereafter be blamed when the event is known, for measures that appear previously to be well Calculated for the Publick Good – The Vessels to be got out, are the *Randolph*, *Delaware*, *Andrew Doria*, *Independence*, *Hornet*, *Fly* & *Musquito* With many Valuable Merchantmen. the *Lexington*, *Sachem*, & *Wasp* may be hourly expected in if they escape the Enemy. Sailors are Scarce, tradesmen at the Camp, and a kind of stupor seems to have seized every body that ought to give us assistance, so that it is inconceivable how slowly all work goes on & with how much difficulty we can get any thing done. I have applied to the Council of Safety to order down some Tradesmen to finish the *Delaware*, if possible, they wish but fear to Comply and if they do not she must after all remain here. Genl Washington desires me to remain here as long as possible & promises to give me notice if any immediate danger he thinks the Enemy are only waiting two events & when they happen, they will prosecute their designs against this City. that is, for ice to cross the River, & for the 1st Jany, when most of his Army will disband & he says you might as well attempt to stop the Winds from blowing or the Sun in its diurnal as to stop them from going when their time is up. General Sullivan brought him about 2000 Men, Genl Gates about 600 & his whole Force now Consists of about 5000 Men beside the City Militia, its true the Country Militia are coming in, but I suppose as many will leave him the 1st Jany as will join before that time, & if so it will not be possible for him to save this City out of the hands of the Enemy after they cross the Delaware. on this view of things, I think we ought to hazard every thing to get the Ships out & I shall advise Mr Mease, Mr Tod & all others that have Continental Stores to be prepared for removing them –

It is very mortifying to me, when I am obliged to tell you disagreeable things, but I am compelled to inform Congress that the Continental Currency keeps losing its Credit, many People refuse openly & avowedly to receive it, and several Citizens that retired into the Country must have starved if their own private Credit had not procured them the common necessaries of life, when nothing cou'd be got for Your Money, some effectual remedy should be speedily applyed to this evil or the Game will be up. Mr Commissary Wharton has told the General that the Mills refuse to Grind for him either from disaffection or dislike to the Money, be that as it may the consequences are terrible, for I do suppose the Army will not consent to starve. At present I dont recollect any thing to add to this letter but as other occurrences happen I shall give you the trouble of more letters. I think it is time that Mr Pluckrose the Express I sent down with letters to you last Tuesday shou'd return, unless detained for some purpose of Congress. by him I sent a number of French letters &c I am with Great respect Sir

Rob<sup>t</sup> Morris

PS I am informed by Mr Moylan that Colo Guyon (I think that is the name) was taken prisoner with General Lee. he is the Colo that came over in the *Hancock & Adams* Capt Smith from Nantes –

To The Honble John Hancock Esqr President of Congress Baltimore <sup>4</sup>

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 24–31, NA.

2. H. M. Sloop *Racehorse*.



3. In his autobiography, Joshua Barney prize master of the snow *Thomas*, taken by the *Andrew Doria*, wrote:

we fell in [with] & took a snow from Jamaica on board of which I went as prize master; I parted with the Brig having encountered bad weather, we were twelve days on the coast in which time we experienced 8 gales of wind; on Christmas night 1776 got among the breakers on Chincoteague shoals with a gale at East; I was obliged to anchor in that dreadful situation, every sea broke over our vessel, my crew & self were obliged to get into the tops to prevent being washed overboard, where we remained several hours waiting for day light, at length the long-wished day appeared, when we discovered the land right astern of us, at a short distance; the breakers mountains high; we expected every moment that our Cable would break & nothing but death stared us in the face; about ten O'Clock we saw a Sloop near us, bound in, & in a few minutes she struck the ground; went to pieces & we saw no more of her or her crew, in the afternoon the wind changed & became moderate, we then got under way & the next day got into the harbour of Chincoteague, here I remained several days.

Manuscript Autobiography, DARL.

4. Morris wrote a similar letter to General Washington this date, Washington Papers, LC.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

[Philadelphia] Decem. 23d, 1776.

Mr. [John Maxwell] Nesbitt order'd to pay Jno. Brown for services in sinking the Chevaux de Frize at Billingsport, Fifty-four Pounds five shillings & six pence, to be charged to Congress.

J. M. Nesbitt order'd to pay Benjamin Croffts Five Pounds on acco't for Painting the Galleys.

1. *Pennsylvania Colonial Records*, XI, 60.

#### CAPTAIN GEORGE COOK TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Honrble Gent –

Philedelphia Decr 23d 1776

I wrote you from Christiana Bridge on the 19 Inst and on the 21st arive at this Place, where I waited on General Putnam for orders he directed me to the Marine Board; on waiting on them my People were desired to Assist in fitting out the *Delaware* – There is nothing at this time appears alarming the Enemy are retreating its Supposed to Winters Quarters I am Extremeley willing to do every thing in my Power to Serve our Country but it appears to me from what intelligence we have, that we shall not be wanting, in that Case it will be better to be fitting out the *Defence*, I have inclosed you a List of the Officers and men now with me, they are in high Spirits and are very desirous of Engageing the Ennemey, and I am satisfy'd would have Endeavour'd to Excell each other in being of most service to their Country, I had not time before I set of[f] to make mention of those Gentlemen who are worthy of Preferment, I now will use the freedom of mentioning My first Lieutt Mr [Henry] Auchenlick Likewise my Second Mr [John] Burnell both these Gentlemen are very deserving, and none more worthy within the Circle of my Acquaintance in the State of Maryland, I am Honrble Gent [&c.]

Geo Cook

1. Red Book, XIII, Md. Arch.

CAPTAIN ANDREW SNAPE HAMOND, R. N., TO CAPTAIN CHARLES PHIPPS,  
H. M. S. *Camilla* <sup>1</sup>

Sir. *Roebuck* off the Delaware the 23d Decr [17]76 –

It is my desire and direction to you, that you proceed with His Majestys Ship under your command to New York, in order to Convoy there, the *Two Friends* Brig a Prize taken this morning from the Rebels, and having seen her in safely, you are to take the officer and people out of her, and return to join me here with the utmost expedition. I am Sir Your &ca &ca

A S Hamond

1. Hamond, Letters and Orders, *Roebuck*, 1775–1778, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO VICE ADMIRAL RICHARD LORD  
HOWE <sup>1</sup>

My Lord. *Roebuck* off the Delaware 23d Decr 1776

I have the pleasure to inform your Lordship that I have this morning taken a Philadelphia Vessel, that came from Cape Francoi's with a quantity of Gunpowder, small Arms, Sulphur, and coarse Linnens intendd for the use of the Rebel Army. I have taken the Powder out of her, but as what remains are Articles of Great consequence to the Rebels, I have ordered Captain Phipps in the *Camilla* to see the prize safe to New York, and to bring my people back to me. I have the honor to be Your Lordships [&c.]

A S Hamond

Lord Vct Howe &ca &ca &ca

*Eagle* New York

1. Hamond, Letter Book, March 1776–December 1777, UVL.

#### JOURNAL OF H. M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE <sup>1</sup>

Decr 76 At single Anchor under C: May EBS3/4S Lt House  
S<sup>1</sup>/<sub>2</sub> Wt

Mondy 23nd At 8 AM sent the Master & 11 Men in the Prize Sloop to get the  
Bt Br Anchor & part of the Cable The *Roebuck* & *Camilla* in  
sight in the So Qr The Brig *two friends* belonging to Philadel-  
phia with Arms, Powder, Rum, Molasses &ca &ca from C:  
Francois was taken in sight of the *Falcon* by H: M: Ship *Roebuck*  
Fresh breezes & fair Wr At 5 PM The Master return'd with the  
Sloops Anchor & Cable.

1. PRO, Admiralty 51/336.

#### JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Monday, December 23, 1776

*Resolved*, That the Committee of Secret Correspondence be directed to inform the Commissioners at the Court of France, that Congress have received no advices concerning the proceedings of Portugal but what they have seen in the news papers, the authenticity of which may be doubtful. That Congress desire exact

information from the Commissioners, whether any American vessels have been prohibited entering, or have been confiscated, in the dominions of Portugal, and on what principles.

That they be directed to remonstrate in the firmest tone with the Portuguese Ambassador on these subjects, so soon as they shall have well informed themselves of the facts above mentioned.

That the Commissioners be authorised to arm and fit for war any number of vessels not exceeding six, at the expence of the United States, to war upon British property, and that commissions and warrants be for this purpose sent to the Commissioners, provided the Commissioners be well satisfied this measure will not be disagreeable to the court of France.

1. Ford, ed., *JCC*, VI, 1034, 1035–36.

“A LIST OF MEN BELONGING TO THE SHIP *Defence* OF THE STATE OF MARYLAND  
NOW AT PHILADELPHIA UNDER THE COMMAND OF GEO. COOK, ESQR DECEMR  
23<sup>D</sup> 1776”<sup>1</sup>

Henry Auchenlick Lieutt	William Granthum
William Morris Lieut Marines	William Huggard
Frans Muir, Purser	Moses Grear
Nathanl Cooper, Mate	John Barr
Levin Langrel Mate	Philip Henley
George Rowen, Mastr at Arms	David Primrose
John Berryman, Gunner.	Robert Conner
Doctr Nathan Dawsey [Dorsey]	John Lemmon
Surgeon	John Grant
John Hall. 1st Mate	Dennis Foolse
Benjamin Simpson. Boats Mate	John Kerr
Robert Fassitt	Thomas Tivey
John Knight	William Judges
Thoms Crow	Robert Wallace
John Vaughan	William Prince
William Davis	Moses Scott
Nicholas McGough	William Piercey
Matthew Clinton	Benj Thompson
Joshua Hozier	James Brown
Danl Nevin	Thomas Gibby
Thomas Hanes	John McIntyre
Robert Hope	Frans Jackquelin
John McKinnie	James Codey
John Squib	Henry Kerr
Charles Chamberlane	Simon Trainor
James Gifford	Jos Jones
Charles McNelus	William Trott
Conrad McGuire	John Donavin
James McGill	Michl Conaway
John Garvey	James Gaggan

Charles Blunt  
 John Redman  
 Morgan Murphe  
 Saml Murphe  
 William Gaggan  
 James Armstrong  
 Walter Lemasters  
 Nathan Ross

Jos Walpole  
 Jacob Sutton  
 Benj Sutton  
 Marshall Williams  
 John Chaise  
 William Beauchamp Carpr  
 Richard Cockey  
 Alexander Duffey

1. Revolutionary Collection (Ms. 1814), MdHS.

NORTH CAROLINA MEMORIAL TO THE CONTINENTAL CONGRESS <sup>1</sup>

[Halifax, North Carolina, December 23, 1776]

The Memorial of the State of North Carolina To the Delegates of the united States of America in Congress Assembled.

Sheweth

That about twelve Months past Joseph Hewes and Robert Smith Esquires of Edenton, Merchants and free Citizens of this State loaded a Certain Brigantine called the *Joseph* under the command of Emperor Moseley, and sent her to Cadiz in Spain, where she was detained until the Ninth day of October by British Ships of War which Cruized off the said Port

That on the Eleventh day of November last the said Brigantine being on her return to Edenton with Two Thousand bushels of Salt, a quantity of Wine, Jesuits bark and other Articles of very considerable value was Seized and made a Prize of by a Privateer belonging to Boston in the state of Massachusetts Bay Named the *Eagle*, and Commanded by Brazilla Smith and said to be the property of Elijah Freeman Paine, as by the Deposition hereto Annexed will appear.

That the said Capture appears to this State to be a direct Violation of the peace and union of the united States, and Contrary to the Laws of all Civilized Nations in general, and to the rights of the Citizens of this State in particular.

This state ever watchful over the Rights of its Members, expects that Strict justice will be done in the premisses either by the Captors, or the State of Massachusetts Bay, and have no doubt, but the Delegates of the united States will effectually interpose to have Justice done to injured Citizens, and to punish those atrocious Violators of all Law and Justice, whose Avarice and rapacity if not timely checked, cannot fail to be attended with the most fatal consequence to the American union

Corn<sup>s</sup> Hartnett President

By Order

Ja<sup>s</sup> Green jun Secy

[Deposition annexed]

Before us Thomas Jones & Thomas Benbury Esquires Members of the Congress for the State of North Carolina, specially appointed by the said Congress to take depositions relative to the Capture of the Brigantine *Joseph*

Personally appeared Emperor Mosely late Master of the said Brigantine



and being sworn on the holy Evangelists of Almighty God, deposeth & Saith that he this deponent was master of the said Brigantine *Joseph*, that he sailed with the said Brigantine under his command from the Port of Edenton in the said state on the twenty second day of January One thousand seven hundred & seventy five with a Cargo of Pipe Staves & Tar the property of Joseph Hewes & Robert Smith Esquires, Merchants in Edenton in the said State on a Voyage to Cadiz in Spain, that the said Cargo was Consign'd to Messrs Duff & Welch in the said Port of Cadiz, that he arrived at the said Port of Cadiz on the twenty third day of February following and delivered his said Cargo to the said Duff & Welch, and received from them & others a Quantity of Salt, Wine & other Articles as by an Invoice hereto Annexed will more fully appear and was ready to sail from the said Port of Cadiz for the said Port of Edenton in the state of North Carolina aforesaid on the twenty third day of March following that on the said twenty third day of March Three British Ships of War appeared off the said Harbour of Cadiz; where they continued to Cruise, and some of them were seen almost every day till on or about the seventh day of October following, so that this deponent could not get out of the said Port during all that time with any Probability of escaping them, that on the ninth of the said Month of October having a fair Wind and being informed by Messrs Duff & Welch that the said British Ships were gone to Gibraltar, he sailed from the said Port of Cadiz for the said Port of Edenton in the state of North Carolina aforesaid, that he proceeded on the said Voyage till the tenth day of November being then in or near the Latitude of 35.39. Longitude 57.0. he spoke with a Schooner called the *Eagle*, that he this deponent was ordered to heave too that the Schooner might send her Boat on board his said Brigantine that soon after the Lieutenant and two men came on board his said Vessel and told this deponent that his said Schooner was a Privateer, that she was called the *Eagle*, commanded by Brazilla Smith and that he this deponent must go on board the said Schooner with his Papers, that this deponent went on board the said Schooner & carried with him the Register of his said Brigantine, a Bill of Health & Certificate of the landing his Cargo in Spain also several Letters for his said Owners and for Persons in several other States, that the officers of the said Schooner broke open all the said Letters and carelessly threw them and the Invoice & other Papers about the Cabin of the said Schooner, that this deponent afterwards took up such of them as he could find and took care of them, that the said officers told him this deponent he ought to have a Proper clearance from Spain, that they must carry his said Brigantine into Boston, that on the eleventh day of November they took possession of his said Brigantine and put a Prize Master and six men on board and took out of the said Brigantine the Mate and two hands and carried them on board the said Privatier, that they the said officers then put him this deponent on board the said Brigantine, that the Prize Master told him this deponent the said Privatier belonged to Elijah Freeman Payne of Boston, that soon after the Prize Master and his men had taken possession of the said Brigantine they unstowed the Wine, put one cask of it on board the Privatier and brought another cask up into the Brigantines Cabin broached it, and suffered the People to draw out when they pleased, that on the seventeenth day of Novemr at twelve oClock this deponent took an observation and found the



Brigantine was then in the Latitude of 33.0. North, that he then desired the Prize Master who had the charge of the said Brigantine to take care he did not get on the rocks of Bermuda before morning that this deponent thought they must be near the said Island to which the said Prize Master replied he was seven or eight degrees to the eastward of the said Island, this deponent further saith that at two o'Clock in the morning of the eighteenth of November the said Brigantine *Joseph* struck on the Rocks of the said Island, that the said Brigantine was among the Rocks a considerable time and struck very hard many times, that the said Brigantine beat over several Rocks at length they came to an Anchor in Ten fathom Water and lay till about Ten o'Clock when several Boats came from the shore and the People conducted the said Vessel clear of the said Island, This deponent further saith that the Prize Master and his men appeared to him this deponent to be very little acquainted with the management of square rigged Vessels that they took little or no care of the Provisions on board that he saw great waste committed, that he this deponent offered several times to conduct the Vessel for them into any Port they chose, if they would give him leave, that the Prize Master refused and said he could carry her in. This deponent further saith that when he considered how severely the Brigantine had Struck on the rocks, that the Prize Master and his Crew were very ignorant, that the Provisions on board were wasting very fast, that the Brigantine was going on a Winter's coast he thought it prudent and necessary for his own safety to leave the said Brigantine, that he applied to the Prize Master and obtained his leave to go on shore in one of the Boats that came off from the said Island of Bermuda, that he landed on the said Island in the afternoon of the eighteenth of November from whence he got a passage to this State and further this deponent saith not.

Emperor Moseley

Sworn to the 23d day of December 1776 before us

Thos Jones      Thos Benbury

[Invoice enclosed]

Invoice of Sundry Goods on board the Brigantine *Joseph* Emperor Mosely Master, at the time She was Taken by the Schooner *Eagle* Brazilla Smith Commander – Viz.

2080 Bushels of Salt	20/	2080 . . . . -
50 Quarter Butts of fine old Sherry	£20	1000 . . . . -
2 Casks contg 200 lbs Jesuits Bark	80/	800 . . . . -
3 Jars Raisons	50/	7.10 . . . -
9 Barcelona Handkerchiefs		6.10 . . . -
1 Cask Brandy 10 gallons	15/	7.10 . . . -
8 gallons rum	15/	6 . . . . -
3 doz bottled Wine		10 . . . . -
20 lb Powder	12/	12 . . . . -
1 Jar sweet Oyl		3 . . . . -
1 Case containging 15 Bottles		2 . . . . -
2 Bolts Canvas		16 . . . . -

2 bbls Bread	4. .-. -
2 ditto Pork & Beef	10. .-. -
Sundry Cabin & other Stores	10. .-. -
Brigantine <i>Joseph</i> valued at, and if she had arived in North } Carolina would have sold for }	1500. .-. -
Equal to 13686¼ Dollars	£5474.10. -

Before us Thomas Jones & Thomas Benbury Esquires

Personally appeared Emperor Mosely late master of the Brigantine *Joseph*, and being sworn on the Holy Evangelists of Almighty God deposeth & saith, that at the time he was taken by the Privatier *Eagle*, commanded by Brazilla Smith all the Articles above mentioned to the best of his knowledge & belief were on board the Said Brigantine *Joseph* accept Two Quarter Butts of the Wine which he believes were leaked out, and further this deponent saith not.

Sworn to this 23d day of  
December 1776 before us

Emperor Mosely

Tho: Jones      Thos Benbury

1. Revolutionary War Prize Cases (Miscellaneous Case Papers), Court of Appeals, 1776–1787, NA.

GOVERNOR JOHANNES DE GRAAFF TO GOVERNOR CRAISTER GREATHEAD <sup>1</sup>

(Copy.)

St Eustatius Decembr 23d 1776.

Sir, I have duly received from the hand of Mr Stanley your Honour's Letter of the 17th Inst the contents whereof I found to be Such as apparently concerned the intire Government of this Island.

When Vague, general and uncircumstanced report prevail tending to disturb that Harmony which ought to subsist between the commanding officers of the respective Governments, reports perhaps industriously propagated to undermine (if possible) that Friendship and cordiality, which have long Subsisted and I hope will long continue to Subsist, between His Brittanick Majesty, and Their High Mightinesses the Lords States General of the united Netherlands, my Masters; when I Say Such Reports prevail it might be expected that one commander in chief Should mention them to another, always in hope that Facts have not been represented in their true Light and a reasonable Expectation of having every Just cause of National offence prevented or removed; But that Such an application Should be ushered in with assurances of it's being in every respect founded upon the most authentick Informations is a Subject demanding very particular consideration.

The Government of this Island disavows being in any wise acquainted which [*sic* with] such unwarrantable Proceedings as the following, namely, that the Inhabitants are daily and openly employed in furnishing warlike Stores and other materials for offensive and piratical purposes: That warlike and piratical Vessels are either owned or fitted out and equipped in this port for the declared purpose of piratically cruizing against and making captures of the Ships and Properties of the peaceable Subjects of His Britannick Majesty or in short, that the daily and pub-

lick Business transacted here is for the avowed Intent of carrying on a Scene of piracy and depredation such as it has been described.

And as the Same Government is entirely Ignorant of Such criminal practices prevailing here, and is not only disposed to prevent them, but likewise offers upon every regular and well founded application to punish the Persons, who upon a legal Trial should be found guilty of the charge, it is by, and with the advice of the Council of the Island, that I beg leave to require the Proofs from the most authentic Information of such illicit proceedings to be particularized, the Facts stated, and well attested against Such Individuals as may have been or are censureable, which I must to be allowed to say, ought in this respect to have accompanied your Honour's application, Since it is impossible for me to proceed against any part of the community upon a general charge, and neither my Commission nor the Laws of the Land allow me to prosecute without Evidence or to condemn Without Proofs.

And your Honour may be perfectly assured that as soon as the Government of this Island should receive such complete Information touching any illegal Proceedings as may be Sufficient for a Discovery and conviction of the Supposed offenders, all the Satisfaction which the Nature of the complaint require, shall be given.

With respect to the capture of a Brigantine by an armed Sloop called the *Baltimore Hero*; as upon friendly application I had the honour of receiving from his Excellency Governor [Thomas] Shirley in behalf of the Sufferers, I had their case brought before the Council for the purpose of making the strictest Enquiries in order to investigate the Truth. I flatter my Self that I have it in my power to inform my Lord and masters upon how slender a foundation that affair, with all its circumstances hath been represented in the light we have Seen, But there is another particular touching which, I beg leave to request Proofs, from the most authentick information your honour is pleased to mention namely; that the Government of this Island hath openly and publicly allowed, countenanced, abetted and promoted such illicit proceedings as are before mentioned. – This I apprehend to be a Piece of Justice due from one private man to another, much more have I cause to expect it from a Commander in Chief, of whom I have had the honour of receiving heretofore the assurances of his reciprocal endeavours for promoting a good understanding between the respective Governments.

Not concious of having in any respect Violated the Treaties, or that knowingly and willfully any indignities have been offered to the king your master; I don't know of any attonement I have to make, and I always have been, and am still so far from betraying any partiality upon the occasion of these unhappy Disturbances between Great Britain & her North American Colonies, that I sincerely wish they were happily terminated to the Satisfaction of both. But it must not therefore be expected that without receiving any express orders from the Power under whom I preside, I should take upon me to lay any restraints upon such a Trade and Navigation as I am confident their High Mightinesses will not suffer to be interrupted and thus injure the Colonies under my Direction and that part of the commercial Interest of the Dutch Nation committed to my care by the Lords Directors of the Honble West India Company.

As to the Treatment or Reception which the Fortresses of the Island under my command have given to any Vessels whatsoever I flatter my Self that when my Masters require it, I shall be able to render such an account as will show how far the Informations your Honour may have received are authentick, or founded upon matter of fact.

And here I cannot avoid mentioning to your Honour the Liberties which a noted publisher of many kinds of Informations has of late taken, not only with my Person and this Government, but likewise with a Nation from which I shall ever deem it an Honour to be sprung, I mean in a Paper, printed in an Island under your Honor's Command, and of your constant residence – Knowing that the Liberty of the Press in no other civilized Government tolerated to Such a degree, is the usual plea upon Such occasion. I have hitherto been Silent, though not insensible to Such injurious and unmerited reproaches; but an illiberality of this kind hath been aggravated by the addition of Threats and menances of Hostilities against a settlement of the Dutch Nation in a time of profound peace and amity: I shall Submit to the wisdom of my Masters, when their Lordships are duly informed of it, for curbing Such Insolencies offered, I may Say without provocation.

Before I conclude, I must observe that as I don't recollect ever to have been backward, or to have refused giving your honour satisfaction upon a regular and well founded application, I have preferred the mode of transmitting your Honour my answer in writing only to that of entering with Mr Stanley (without any disparagement to the respectableness of that Gentleman's character and Station in your Government) in to any discussion touching either the subject matter of your Honor's letter, or my conduct in any shape; choosing to say no more about the propriety or impropriety of this Step, as having relation to the tenor of the latter part of your honour's Letter, which I conceive to have the appearance of calling me to an account within my own Government, which none upon Earth but my Lords and Masters have a right to do. I am &ca

(Signed) Johannes de Graaff.

1. Admiraliteits Colleges, No. 487, Neth. Arch. A second copy is in Tweede West-Indische Compagnie, No. 639, 208–11, Neth. Arch.

#### ACKNOWLEDGMENT OF ABRAHAM RAVENÉ'S TESTIMONY <sup>1</sup>

Copy.

We, Johannes Heyliger and Pieter Rúnneels, Councilmen of these Islands

Document and acknowledge the testimony of Mr. Abraham Ravené, Commandant of the Fortress and Militia of the Island of St. Eustatius in the service of the Honorable General Chartered Netherlands West Indies Company, who declared on his oath and his commission, at the request of the Honorable Johannes De Graaff, Governor of this Island, and the dependent Islands of Saba and St. Martin,



That the ships or vessels of war of any recognized power which salute the Fort are answered shot for shot, whereas all Merchantmen from what ever nation are answered with two shots less.

St. Eustatius 23 December 1776

With knowledge of Johannes Heyliger

Pieter Runnels

Alexander le Jeune

Secretary

Abraham Ravené Commandant

1. Tweede West-Indische Compagnie, No. 639, 293, Neth. Arch.

CAPTAIN JOHN COLPOYS, R. N., TO VICE ADMIRAL JAMES YOUNG<sup>1</sup>

(Copy)

*Seaford* English harbour Decr the 23rd, 1776.

Sir, In obedience to your orders of the 14th Instant, delivered to me by Lieut Tinsley of the *Endeavour*, I immediately proceeded to the Island of St Eustatia, where, at my arrival, I sent an Officer, to wait on Governor de Graaf, with a Letter, a Copy of which, with his answer, I herewith inclose you.<sup>2</sup>

His Answer was brought on board to me by one of his Aid de Camps who informed me, that the Governor hoped I wou'd Salute the Fort, and that an equal number of Guns shou'd be returned, upon the Perusal of the Governors letter, I found an evasive answer was given on the Subject of the Forts returning Salutes to Vessels, wearing the Colours, of the American Rebels. I desired to know of the Aid de Camp, whether he had authority to talk to me on that Subject, his answer was in the Negative, I then, desired him to acquaint the Governor, that till I had a more positive Answer to my Question, I must decline Saluteing the Fort, and that, when I waited on his Excellency (which I purposed having the Honor of doing the next Morning, with the Admirals dispatches) I then did not doubt, his elucidating my suspicions, so far, as to enable me to Salute the Fort; The following was the purport of our Interview, and which past (partly in French) the Governor not being (as he told me) so perfect in the English language, as he cou'd wish, and for which reason I read over, your remonstrance to him, more than once, & 'till he told me, that he perfectly comprehended every part of it, & I really believe he did; for some Words, which a Foreigner might not so well understand, the full force of, he particularly requested an Explanation of.

His Excellency first hinted to me how Happy he shou'd be, to return Gun for Gun, if I did his Fort the Honor of Saluting it, upon which I told him, that before I did my self that Honor, I must have a clear explanation of that part of my letter (which I sent his Excellency on my Arrival) relative to their High Mightinesses Fort receiving and returning the Salutes of Vessels Sailing under the Colours of Pirates and Rebels. His answer was, that Statia was a Free Port, of course all Vessels under whatsoever Colours, were at Liberty to come in there, and if the Fort was Saluted, 2 Guns less was returned to all Mercht Vessels, to Kings Ships an equal Number, I then desired to know, whether, upon a Vessel coming in under Colours that were not known and, Saluting the Fort, whether Curiosity (or in my opinion common prudence) did not lead him to ask, what State they belonged to, before the Fort returned the Salute, and that I apprehended, a Vessel coming into



St Eustatia Road, with what was now called American Colours, must fall under that predicament. His answer was – As to his Fort returning Salutes to a Vessel under Provincial Colours, that was what he cou'd account for only to his Masters. I then told him that I must consider his Excellencys Answer as an avowal of the Fact, and that we must drop all thoughts of any Salutes passing between us in Future, for if their High Mightinesses, suffered their Flag to be so far degraded, as to return Salutes to the Colours of a Set of People who bid defiance to all Law, that I cou'd never think of degrading the Flag of the King my Master so much as either to give, or receive Salutes, from the Forts, of a State, who made no distinction between the Flag, of a Lawful Sovereign, or that of a Set of Pirates, & Rebels, which was the only light the King of Great Britains Subjects, who had taken up Arms against him cou'd be considered in, by any State, or Country, that wished to continue in Amity with him. – This was all that passed on the Subject of Saluting the Fort, except the Governor saying, that he was sorry to see, I was inclineable to give Ear to the Reports which were every day propagated to the prejudice of his Government. We then proceeded to discuss the different Heads of your remonstrance & the Memorial of Messrs Bendall & McConnell – His Excellency told me at large, that it always had been his wishes, & Study, to keep up the good understanding which had so long subsisted between the King of Great Britain & their High Mightinesses, and that with regard to the Americans, he never had, nor never wou'd give 'em any Countenance, or Protection, but what he was directed to, by his Orders, That in a Free Port like St Eustatia there must of course be many People, who wou'd do irregular things, and that whenever any came to his Knowledge, he wou'd exert himself in Punishing the Offenders, As to American Armed Vessels sending their Prizes into any part of his Government its what he never means to offer, nor had he ever countenanced any Armed Vessels coming in there, & that had hitherto come (except the Sloop which had taken Messrs Bendall and McConnells Brigg) under Provincial Colours, came there as Merchant Men, and that on the arrival of the abovementioned Armed Sloop, he directly gave directions, for her quitting the Port, which She did accordingly. – I then told the Governor that the Memorialists Bendall and McConnell, thought they could bring sufficient Evidence to prove, that Persons in St Eustatia were, either the sole Proprietors, or part Owners of the Armed Sloop that had taken their Brig, and requested him to call a Council, and let the Memorialists produce their Evidence, and that the Persons accused, by said Evidence might be sent for, he then told me my Request shou'd be complied with in every respect, of which I gave notice to the Memorialists, who were accordingly, with their Witnesses summoned to attend the Council the next morning, The result of which was, as I have heard, (and of which the Governor has given you a full Acct in his Letter) that a Mr Vanbibber a Mercht in St Eustatia was the Person accused of fitting the said Privateer, but I dont find that there were sufficient Evidence to prove it, Vanbibber said, that he neither was directly, or indirectly, concerned in the Vessel, of which he was ready to give his Oath, that he had (by Order) supplied the Master of her with 50 Johannises, how he disposed of them, he cou'd not say, by what I cou'd learn the reports of Vanbibber's having any concern in the Vessel, proceeded from a conversation (which was overheard) of some Sailors who had been entered for her, They were not then in Statia, but the Gov-

error gave me the most Positive Assurances, that he wou'd, if possible, find them out in order to come at the Truth, and that if any body, under his Government cou'd be found out, to have any concern in said Privateer, that they shou'd be punished with the utmost severity, & full restitution made to the sufferers.

All this seemed very candid and fair; nevertheless, I must beg leave to observe to you, that Governor De Graaf is well known to have given more Aid, and Assistance, to the American Rebels than any other Man in his Government, being by far, the most Wealthy, & considerable Merchant in St Eustatia, he of course, has been the best able to carry on the most extensive Illicit Trade with the Rebellious Colonists. —

I cou'd get no acct of the Schooner called the *Gunticanute*, but I learnt that many Vessels under like circumstances, had come out from Holland, & sent their Cargoes from St Eustatia to North America.

I made enquiry about some three pound Guns, but was informed that there was no Man in Statia dared sell me one, I went to different places where there were some, and was told, that they were all bespoke.

I beg leave to acquaint you of my having taken on the 15th Instant a Schooner called the *Driver*, from Philadelphia bound to St Eustatia, three Weeks out, the Master and people quitted her, & got on shore at St Eustatia. I am Sir [ &c. ]

John Colpoys. —

[Endorsed] In V. A. Young's Letter Dated 31st Decr 1776

1. PRO, Admiralty 1/309.

2. See Colpoys to de Graaff and de Graaff's answer, December 16.

#### COUNT D'ARGOUT TO GABRIEL DE SARTINE <sup>1</sup>

[Extract]

Martinique

No. 187

Mylord, Since it is undoubtedly important for the interest of France to know exactly the real state of affairs in New England, I have deemed necessary to send you, Mylord, M. de Ksain, commanding the King's frigate *Favorite*. I do not doubt for a single moment that you are informed of these events by way of England, but the intelligence which I have the honor to forward to you has been sent to me by reliable persons who, moreover, are on the scene of the revolution.<sup>2</sup>

If it is the future policy of France to take sides in this war, an exact knowledge of the present state of affairs would undoubtedly become the base and the decisive factor for any resolutions which might be made in this matter.

The situation of the Americans, Mylord, is almost desperate. The defeats that they have suffered are far more injurious in their effects than they are in themselves. They have spread discouragement among the troops and made the future uncertain, unless General Washington is fortunate enough to take advantage of the last spark of enthusiasm and gathers as many troops as possible in order to fight a pitched battle with decisive results. In my opinion, it is the only thing he can do in view of his present position: any rebellion which suffers repeated defeats loses

its dash by presenting to every individual and consequently, and in this case especially, to the whole the consideration of a future full of the worst woes.

On the other hand, Mylord, this pitched battle which, as I dare assure you, is General Washington's only resort would be extremely dangerous any way you look at it.

He will lead undisciplined soldiers against experienced troops, people who are either carried away by blind fury or crushed under an overwhelming consternation against firm and already victorious men. He can only fight at a great disadvantage against the superiority already gained by His British Majesty's army.

We can only hope for the effectiveness of a last effort which, I confess, sometimes produces marvelous results but on which we can count only to a certain point.

I had the honor to inform you that a number of transport vessels had arrived at Antigua and that four small frigates from General Howe's army<sup>3</sup> had arrived at Dominica and Grenada to spend the winter in these ports. I am with respect etc.

D'Argout

Fort Royal, 23 December 1776.

1. AN, Marine, B<sup>7</sup>, 458, 54, LC Photocopy.

2. Letters of November 23, 1776 from Cotiney de Prejent and M. Pliarne were enclosed with this letter.

3. From Admiral Howe's fleet, not from the army.

## 24 Dec.

WILLIAM GARDNER TO COMMODORE ESEK HOPKINS<sup>1</sup>

Sir

Portsmo Decemr 24. 1776 –

By desire of Collo Langdon, (he being absent on Publick Business) I now inform you that the Captor's part of the Nt proceeds of the Prize Ship *Royal Exchange* is ready in his Hands (as Captors Agent) to pay them on Demand, the amot of which is £2800.8.9¼ Lawf. money, he therefore begs you would cause a list of the Officers, Seamen &c to be sent him as soon as may be in order that he may know who is intituled to receive it, as he would not wish to protract the payment thereof on their applying for the same. – In the Interim I am Sir [&c.]

William Gardner

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

WILLIAM GARDNER TO ARCHIBALD MERCER, BOSTON MERCHANT<sup>1</sup>

Sir

Portsmouth Decem, 24th 1776

Capt. John Hart waits on you for what Guns is wanted for the Ship *Portsmouth*,<sup>2</sup> let them be of such Size as you can procure – either 4, 6 or 9 pound[er]s or part of each, he will acquaint you of what is now here. – She was launched on Saturday last & is now equipping with all expedition –

Colo Langdon being absent on Public Business prevents his writing you, but desir'd I would (previous to his leaving Town) acquaint you of his being disappointed in Monies he expected to receive, therefore requests you would be pleas'd to send him P Return of the Bearer 1500 or £2,000 L My – as he is in much need

thereof, which request hope you'l grant that he may not be further disappointed.  
In the interim I am Sir [&c.]

Wm Gardner

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. New Hampshire privateer.

SUNDRIES TAKEN FROM PRIZE SHIP *Royal Exchange* FOR USE OF CONTINENTAL  
FRIGATE *Raleigh* <sup>1</sup>

1776	Ship <i>Raleigh</i> to Ship <i>Royal Excha</i>	Dr
	For Sunds Dld Mr [Hopley] Yeaton <sup>2</sup> Vizt	
	1 Hanging Compass	2 Ensigns
	1 Brass Do	1 Loggerhead
	1 Glass Globe	1 Top Mall
	1 pr Man ropes	1 Boats Chain
	5 Cutt Lasses	2 hand Leads
	1 large Oil Kanister	2 Cartouch Boxes
	3 Time Glasses	4 Small Arms
	1 large Speakg Trumpet	1 pitch Pot
	1 Hand Do	1 Copper Kettle
	1 Lanthorn	1 Do Stewpan
	1 Shark Hook	1 Water Jarr
	7 Large Water Butts	

Portsmo Decr 24th 1776 Errors Excepted p George Libbey  
[Endorsed] not Enter'd – Ship *Roy Exchge* being bot for benefit of Continent

1. John Langdon Papers, HSP.
2. Lieutenant on board the *Raleigh*.

INSTRUCTIONS FOR EXCHANGE OF NAVAL PRISONERS AT NEW YORK <sup>1</sup>

Instructions for the Commissary appointed to settle the Exchange of Prisoners at New York. –

- 1st. – You are to Hoist a White Flag at the Fore Mast Head of the                      and to continue it abroad Night and Day 'till you return again to this Port. –
- 2d – You are to be particularly Careful that no Cannon, Musket Pistol, or Fire Arm of any kind be received into the Vessel whilst she is considered as a Cartel a Violation of this Order may Possibly occasion the detention of the                      and furnish a pretence to do an Act of Violence under the Assertion that the Vessel is fitted for War –
- 3d – The Prisoners are to be Victualled at Two Thirds Allowance
- 4th – A Quiet peaceable demeanour towards the Prisoners is particularly recommended, and to avoid a[ll] dissentions on Board – You are enjoined not to make the present unhappy dispute the Subject of your Conversation with them. –
- 5th – It will be difficult on many Accounts to lay down the exac Mode you are to follow in the Exchange – That must be left to your own Judgment, – only this you will Observe, that the Prisoners are to be exchanged for a like number of Persons belonging to the New England States (giving preference however to this



State) if to be had, if not, to any other of the American States, who are Prisoners under the direction of Lord Howe –

6th – You are to make all the Dispatch, that the Nature of the Service will permit, in returning to this Port with those Faithful Subjects of the States of America whom you may receive in Exchange, and have a Written Certificate from the Commissary or other Officer appointed to conduct the exchange of Prisoners that in Case there are not Sufficient faithful Subjects of the States of America at present Prisoners in New York, he will cause a Number equal to the Deficiency in Rank and Numbers to be Released in future, in case it shall Please the Ruler of all Human Events to permit so many more of the faithfull Subjects of the States of America, to be at the disposition of the Commander in Chief of the British Forces. –

7th – On your arrival at New York you are forthwith to apply to Lord Howe or some proper Officer and present the Letter herewith deliver'd you directed to him, and exhibit a Copy of the Instructions, and also a List of your Prisoners, to the End they may be exchanged as above –

[Endorsed] Instructions for the Commissary respecting the Exchange of Prisoners Decembr 24t 1776 –

1. Mass. Arch., vol. 166, 158–59.

#### PETITION OF EDWARD SOUTHOUSE TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble the Council of the State  
of the Massachusetts in North America

Edward Southouse Attorney General of the Province of Quebeck having sundry Goods and Effects on Board the British Cloathing Ship lately brought into Dartmouth and being advised by the Captain of the *Alfred* Ship of Warr to go down there to look after his said Goods takes the Liberty of requesting this Honourable Board to give him Leave to go to Dartmouth for the purposes aforesaid and to take a Servant with him –

Edwd Southouse

Milk Street – Boston 24th Decr 1776

[Endorsed] State of Massachusetts-Bay

In Council Chamber Decr. 25th 1776 – On the Petition of Edwd. Southouse

Ordered that the said Edwd. Southouse be and he hereby is permitted to go from the Town of Boston to Dartmouth in this State for the purpose of looking after and collecting together his Effects taken on board the Prize Ship *Mellish* lately carried into that Port and depositing them in some safe place, provided he obtains the consent of the Capt: of the Continental Armed Ship *Alfred* or any person having the care of the said Prize Ship & Cargo, so to do – The said Southouse is constantly to continue in the Custody of Mr. Jeremiah Belknap of Boston during his absence from thence And the said Belknap is authorized and directed to take the said Southouse into his Custody for the purpose aforesaid and to return with him to Boston within Eight Days at furthest, or sooner if he shall have compleated his business abovementioned, or shall not be permitted by the said Capt: [John Paul] Jones or the Person having the care of the said Prize Ship or Cargo to meddle with his Effects –



Provided that the said Southouse shall pay the said Belknap his reasonable [demands for attending]<sup>2</sup> as above – The said Belknap is not to permit the said Southouse to converse with any Person but in his presence and hearing – And upon their return to Boston the said Belknap is to make a report to the Council  
In Council Dec 25t 1776

Read & Accepted

Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 166, 164, 165.

2. A crease in the page had obliterated the three words, which were supplied by another copy of the order, Mass. Arch., vol. 8, 182.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR<sup>1</sup>

Boston 24th Decr 1776. [A. M.]

Order'd That Colo [Thomas] Crafts supply Capt McNeil [Hector McNeill]<sup>2</sup> with such Boats as he may need to weigh his Cannon. –

Order'd, that Colo [Paul] Revere purchase a quantity of Shruff, of Mr Gray & Mr Wendall, for the purpose of Carting Brass Cannon. –

Voted, that Capt Cleuston [John Clouston] of the Briga *Freedom*, fit her for Sea immediately, and that he keep as many of his hands, as is possible. –

1. Mass. Arch., vol. 148, 69.

2. Commanding the Continental frigate *Boston*.

#### ROBERT MORRIS TO THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

Gentn

Philada. Decr. 24th, 1776

This will be presented by Isaiah Robinson, Esqr. Commander of the Continental Brig *Andrew Doria* he waits on you with [William] Jones Esq. late Commander of a British Sloop of War<sup>2</sup> which Capt Robinson has lately made Prize of, Capt. Jones behaved very bravely during a long engagement and appears to be a man of honor, it is a pity such Men are our Enemies & when they fall into our hands they merit the best treatment that Prisoners can receive.

You will please to put this Gentleman on his Parole & assign the place where he must reside & extent of his priviledge ground and I dare say he will faithfully keep the one and comply with the other untill exchanged –

If Capt Robinson carries before you any of the other officers it will be for the same purpose. I have the honor to be Gentn. [&c.]

Rob<sup>t</sup> Morris

1. Simon Gratz Autograph Collection, Case 1, Box 21, HSP.

2. H. M. Sloop *Racehorse*.

#### PETITION OF THOMAS SLATER TO THE CONTINENTAL CONGRESS<sup>1</sup>

Honbl Gentlemen

Baltimore Decr 24th 1776 –

Your Petitioner was Taken in Delawair River in may last by Capt Alexander in the Contenantel Armed Schooner *Wasp* & Confined in Philadelphia State Prison till removed to this Town which I would now take the liberty to beg that Your Honours would Grant me the Indulgence of a Parole – if Admitted I will Strictly

Comply with and I flatter myself that I Can Give Security for my Performance if required —

This Shall be Asteemed as a pertickluar favour by Your Most Obedient [ &c. ]  
Thos<sup>s</sup> Slater

1. Papers CC (Petitions addressed to Congress), 42, VII, 19, NA.

## 25 Dec.

### PETITION OF BRITISH PRISONERS TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

Unto the Members of the Honble House of Representatives of the Province of Massachusetts Bay in Council assembled at Boston,

The Petition of Thomas Roberts chief Mate, Robert Watson Carpenter, Sam Smith Steward, of the Ship *Pecarry* [*Picary*], Breholt Cleveland Commander from Tobago to London taken 29th Agt. 1776

As Also Nicholas Pundy chief Mate Thomas Moore Carpenter, Sam. Short Carpenters Mate, Wm Clewnis, Mathew Jones, John Curie Seamen of the Ship, *Sarah, & Elizabeth*, Jas Foot Commdr. from Jaimaca to London, taken 18th Sept. 1776

As Also Henry Upton Seaman of the Schoor. *Petroclas* Wm Gill Comdr. taken Decr, 1st. Inst.

Humbly Sheweth

That where your Petitrs all being taken by the Schooner *Warren* Capt. Coos [William Coas] Commander, and brought into Cape Ann upward of twelve Weeks ago, your, Petitrs meantime while there behaving themselves as prisoners, and also Mantaing themselves in Board, & Lodging, &c, Your Petitrs begs to observe that, when taken they were all deprived of their private Interest in the said different Ships, which by Law ought not to fall in the Capture of said Vessells, even to upwards of £ 300 sterling being also deprived of an Opportunity of getting home to their Native Country in his Majesties Cartell Ships then lying at Marblehead, altogether owing to the ownors of the said Schooner *Warren* Building up your Petitrs with false Notions of restoring us some of our Private properties, and most of your, Honours Petitrs having Wives and families at home, and having Nothing to Subsist on but our Labour, with the sweat of our Brow, and now by one Unfortunate Stroke lost our All, By which your Petitrs families must come to utter and inevitable ruin;

Your Petitrs. not only being treated in said Manner which must of Consequence strike the dictates of Humanity itself Was upon the 17th. Decr, Current, was by Violence taken Prisoners at said place and Carried to the fort, like Felons, where upon the 18th Inst. being Escorted by Military Force, was carried to Ipswich Goal, & Immediately Clapt up in closs goal where your Petitrs now remain without the benefit of Fire, Candle or any other Conveniency for our Comfortable Support,

Your Petitrs begs leave to observe to the Honourable House that their treatment is against the Rules of all Kingdoms Nations, and all other, Suit or Constitution, formd or established by any powers upon earth; even against the Laws of Humanity And more so by all who profess that great and Glorious Name of Christianity, and particularly of the protestant Religion, upon the other hand your

Petitrs would not be understood to lay this depravity of Humanity for which America is pointed out the Contrary, but only to some private individuals and prejudiced minds glorious in comitting such inhumane Works. –

But your Petitrs being confident of the Humanity of the Honble Gentlemen of the House that the[y] apply to, that it was done entirely without their knowledge, as your Pettitrs was not found in Arms against those States, only upon their own private trading and therefore ought not in your Petitrs opinion to be used in such Cruel Manner, not only as Prisoners of War but as Felons.

May it Therefore, please your Honours to take the above into your serious Consideration and to direct some proper Method for your Petitrs Liberty in due season, and further that if there may be any Crime charged Against your Petitrs. one and all of them is willing to stand Trial for the same but being Confident of their own Innoceny makes your Petitrs. the more willing to apply to the Honble House, Praying that your Honours. Would Answer the Above and in so doing Your Petitioners will pray for your Honours Safety and Sucess. –

Ipswich Goal	} Nicholas Purdye Thomas Roberts Thomas Moore Robert Watson Samuel Smith	Matthew Jones
Decr 25th 1776		William Clunes
		Henry Upton
		John Currie
		Samuel Short

[Endorsed] State of Massachusetts Bay Council Chamber Jan'y 17th. 1777.

The Committee to whom was Referred the Petition of Thomas Roberts & others Prisoners In Ipswich Goal Give it as their Opinion that Said Prisoners together with Those in Salem Goal And as Many Others as can conveniently be conveyed in One Vessel be immediately Sent to Providence in the State of Rhode Island to be exchanged for the like Number of Prisoners of the Same Rank & Condition now at Hallifax belonging to this State in the hands of the Enemy

J: Cushing Pr. Order Jno Avery Dpy Secy

In Council Jan'y 17, 1777 Read & Accepted

1. Mass. Arch., vol. 166, 167–68.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Wednesday December 25th. 1776.

Petition of Jonathan Waldo of Salem – setting forth – That he supply'd Capt Jeremiah Obrien. of the Sloop *Machias Liberty* in the service of the State. with a Chest of Medicines. & Surgeons Instruments, amounting to £ 45.16.10 –

And praying for allowance, & payment. –

In the House of Representatives. Resolved, that there be paid out of the public Treasury of this State to Jonathan Waldo the Sum of Forty five Pounds sixteen shillings, & ten pence in full of his Account for Medicine, Instruments, &c. supplied the Sloop *Machias Liberty* the sixth of July last. –

In Council. Read, & Concurred –

Consented to by 15 of the Council. –

Petition of Jackson, Tracy, & Tracy of Newbury Port. Merchants. — setting forth — that a Ship owned by them. called the *Montgomery* had, before the present Embargo took place, sailed from hence bound to Bourdeaux in France, with part of her Loading, & with all her Provisions in, but was to call into Sheeps-cut at the Eastward, there to compleat her loading with Spars, & other Lumber. —

1. Mass. Arch., vol. 36, 328, 335, 339.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 25th Decemr 1776. A. M.

Upon a representation of Capt Cleuston [John Clouston], that the Continental Ships are Inlisting his Men, —

Resolved, that Capt Cleuston enquire the names of the Captains, in whose Ships his men have inlisted, and report to this Board. —

Resolved, that the President be a Committee to go to the house, and procure the Establishment for the Navy of this State: and if any alterations may be found necessary, that a motion be made for such alterations. —

The President Reported, that he had purchased the Schooner *Tryal* for £ 165: — Chartered the Schoon[er]s *Dolphin*, *Eliz[abe]th*, & *Elen* (the last now Sail'd for Baltimore) for the use of this Board. — That he also purchased a quantity of Lumber, Oyl & Gurry; Some Cod fish, & pickled fish; and Contracted for some Spears & Shot, — the Vouchers &ca. for which, are lodg'd with the Board. —

Voted that it be accepted by the Board. —

Voted that Capt Bartlett be offer'd, as Commander of the *Charming Sally*,<sup>2</sup> £10 P Mo — £50 in full of Primeage & Commission, & 6, Or 7 Hhds priviledge, with  $\frac{3}{4}$  allowance P day, on Shore. —

Resolved, that the Briga. *Isabella* be purchased of Colo [Jonathan] Glover at £1333 . . 6 . . 8, having every Store return'd, excepting 1 Cable. —

1. Mass. Arch., vol. 148, 71–73.

2. Bartlett accepted the command on December 26. *Charming Sally* was taken by the Connecticut privateer *Broome*, Captain William Nott. See Volume 6.

#### JOURNAL OF H. M. S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

December 1776                      The No most Land [of New Jersey] NbW 4 Leags  
Wednesday 25th            (AM) Tack'd and Wore p: Signals with Guns.  
Fresh breezes and Cloudy. at 2 (P M) saw a Sail to the  
Wtwd gave Chace; fir'd several Nine Pound Shot at do and  
brot her too the *Seahorse* Brig from Turk's Island for Mar-  
tha's Vinyard. took charge of her.<sup>2</sup>

1. PRO, Admiralty 51/688.

2. *Seahorse*, Thomas Coffin, master, with a cargo of salt, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

#### GEORGE WASHINGTON TO ROBERT MORRIS <sup>1</sup>

Head Quarters [Bucks County], December 25, 1776.

Dear Sir: I have your obliging favors of the 21st. and 23d. the Blankets are come to hand, but I would not have any of the other Goods sent on, till you hear again from me.



I agree with you, that it is in vain to ruminate upon, or even reflect upon the Authors or Causes of our present Misfortunes, we should rather exert ourselves, and look forward with Hopes, that some lucky Chance may yet turn up in our Favour. Bad as our prospects are, I should not have the least doubt of Success in the End, did not the late Treachery and defection of those who stood foremost in the Opposition, while Fortune smiled upon us, make me fearful that many more will follow their Example, who by using their Influence with some, and working upon the Fears of others, may extend the Circle so as to take in whole Towns, Counties, nay Provinces. Of this we have a recent Instance in Jersey, and I wish many parts of Pennsylvania may not be ready to receive the Yoke.

The Security of the Continental Ships of War in Delaware is certainly a capital Object, and yet to draft, the many hands necessary to fit them out, from the Militia, might be dangerous just now, perhaps in a little time hence, their places may be supplied with Country Militia, and then if the exigency of Affairs requires it, they certainly ought to be spared.

I will just hint to you a proposition that was made or rather talked of a few days ago by the Officers of two New England Regiments whose time of Service will expire on the first of January. They are most of them Watermen, and they said their Men would willingly go on Board the Frigates and navigate them round to any of the ports in New England, if it was thought they would be safer there than in Delaware. You may think of this, and let me hear from you on the Subject, if the proposition pleases you. Lieutenant [Richard] Boger of the Navy is already gone in and I have made a demand of Lieutenant [James] Josiah in Exchange, but I have not heard whether Lord Howe accedes to it. I will procure the Release of Doctr. [Hugh] Hodge as soon as it can be done without injuring others by giving him the preference, as I have always made it a rule to demand those first who have been longest in Captivity. I will take the same Steps in regard to Mr. [William] Jones, commander of the Ship taken by the *Andrew Doria*.

I shall take the earliest Opportunity of sending in your Letter to Genl. Lee with the Bill drawn upon Major Small.

From an intercepted Letter from a person in the Secrets of the Enemy, I find their Intentions are to cross Delaware as soon as the Ice is sufficiently strong. I mention this that you may take the necessary Steps for the Security of such public and private property as ought not to fall into their hands, should they make themselves Masters of Philada. of which they do not seem to entertain the least doubt.

I hope the next Christmas will prove happier than the present to you and to Dear Sir, etc.

P.S. I would just ask whether you think Christeen a safe Place for our Stores? do not you think they would be safer at Lancaster or somewhere inland.

1. Fitzpatrick, ed., *Writings of Washington*, VI, 436–38.

ROBERT MORRIS TO CAPTAIN JOHN NICHOLSON, CONTINENTAL SLOOP *Hornet* <sup>1</sup>  
Sir [Philadelphia] December 25th 1776

As this severe weather is like to make ice, Captain [Nicholas] Biddle will try to make a push with the *Randolph* and as it is of the utmost consequence that you should get to Carolina if possible I think it most [advantageous] for the public serv-



ice that you should go down the Bay in company with him and I hope this will find you in readiness. You will see the Ship as she comes down, and must join her as soon as you can, and you must concert with Captain Biddle the best plan you can think of for getting out. I am fearful an expedition is gone or will soon go against Charles Town, therefore you must proceed cautiously and get into the first safe harbour in that State that you can & give immediate notice to the president and the Continental Agents of your Arrival. I am Sir by Order of the M: Committee [&c.]

Robert Morris V:P:

1. Marine Committee Letter Book, 48, NA.

BENJAMIN HARRISON TO DANIEL OF ST. THOMAS JENIFER <sup>1</sup>

Sir

Baltimore Decr25th1776

Congress are in immediate Want of a fast sailing Vessel. Every Endeavor has been used to procure one without Success nor have they least Chance left of getting one unless your honorable Board will spare Capt [John] Martin's Brig.<sup>2</sup> I should by no Means ask the Favor, knowing how necessary this Vessel is to the State of Maryland, if the Occasion was not of the most pressing Nature. Should the Board be so obliging as to part with her, Congress expects to pay what the Vessel & Cargo cost with every Charge of Wages & Outfit. You'll please to lay this Matter before the Board and favor me with their Answer by the Express. I have the Honor to be [&c.]

Benj Harrison

1. Papers CC (Reports of the Marine Committee), 37, 101-02, NA.

2. The Maryland armed brig *Friendship*.

JOURNAL OF H. M. S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

December 1776

Bermudas So 69.20 Et 95 Miles

Wednesday 25th

at 3 AM Saw a Sail do gave Chace At 4 brot too the Schooner *Betsey* from New London bound to Hispaniola loaded with Provisions & Lumber At 7 Saw a Sail to the WSW do gave Chace At 10 AM fired two Shot and brot too the *Buckskin* pravateer from Maryland At Noon in Company with the 3 Schooner Prizes Strong Gales and Squally Wear At 1 PM hoisted out the Cutter and sent on board the privateer at 3 the Cutter return'd much damaged in boarding the Schooner

1. PRO, Admiralty 51/380.

JOURNAL OF H. M. S. *Boreas*, CAPTAIN CHARLES THOMPSON <sup>1</sup>

Decemb 1776

Monte Christa So Abt 3 Miles.

Wednesday 25

Moderate & Clear at 3 AM saw a Sail to the Nowd Tackd at 5 [A]M gave chace to a Sloop to the Etwd fir'd ten Shot at the Chace Brot her too the *Polly* from Boston laden wt lumber took her men onbd & put 8 of our Men Onbd her at 1/2 past 10 made Sail at noon Monte Christa SbE 5 Leagues -

Fresh Breezes & Squally. Pass'd a french Frigate Close reef't the  
 Topsails at PM lay too for the prize the Wt end of Tortuda  
 SbW 4 Leagues at 6 the Prize Join'd Co

1. PRO, Admiralty 51/125.

26 Dec.

JAMES WARREN TO TRISTRAM COFFIN<sup>1</sup>

Capt Tristram Coffin, War-Office, Boston Decr 26th 1776  
 Sir, The Board of War having purchas'd the ship *Paris*,<sup>2</sup> & her Cargo of which  
 Ship you are Master; Your orders are to proceed direct for St Peters in the Island  
 of Guadaloupe where you are to dispose of both Ship & Cargo for the most you  
 can obtain, and invest the proceeds in the several Articles mention'd in the annex'd  
 Schedule, or a proportion of each, giving the preference however to good effective  
 Fire Arms, as it is probable they may be most wanted; –

If Military Stores are not to be procur'd at Guadaloupe you will proceed with  
 your Money or Bills (but be sure in some French Vessel) for St Eustatia, Mar-  
 tinico, or Cape Francois, where you will make the necessary purchases, and if you  
 could possibly Charter a small French Vessel to bring home your effects, you are  
 to do it, – engaging to them that they shall be allow'd to purchase any produce  
 this Country affords, and be entitled to every indulgence. –

The Vessel must be clear'd for Mi[c]quelon or St Peters, you will make the  
 first Port or Harbour in this State, or New-Hampshire, that you can; –

The Board do not lay you under any Restrictions or Limitations as to the  
 price of your Ship, or chartering Vessels, but submit the whole to your best Care,  
 and Prudent Management – Should you find it impracticable to hire a French  
 Vessel, you will then take your Passage; and bring home your effects in some small  
 Vessel or Vessels we shall send after you, of which we shall give you due Notice; –

The Board consent to allow you five pr Cent Commissions on the Sales, and  
 2½ pr Cent. on the Return of your Cargo. – Five pr Cent on the Sale & Return  
 of the Sale of your Ship. – Six pounds pr Month, Ten Hogsd's Priviledge out,  
 and a customary priviledge home, in proportion to the Burthen of the Vessel you  
 may come in. –

We would have you take the best Methods in your Power to leave the West-  
 Indies by the 20th. Feby whether you hear from us or not. – We wish you a good  
 Voyage –

By Order of the Board  
 J Warren, Presidt

[Endorsed] I acknowledge the above to be a true Copy of the Orders I have  
 received from the Board of War & which I promise to follow

Newbury Port. 29th December 1776

Tristram Coffin

[annexed schedule]

Fire Arms, strong, plain, fit for Soldiers to carry an Ounce Ball  
 if such are to be had

Powder

4 brass Field Pieces 3 or 4 Pounders

10 Tuns Lead  
 50m French Flints  
 Russia & Ravens Duck  
 Ticklinburgh  
 Cordage  
 Coarse Linnens  
 Coarse Cloths  
 Blankets

You will destroy your Papers if you find you must be taken

1. Mass. Arch., vol. 138, 366-67.

2. Formerly the ship *Friends*. See Minutes of the Massachusetts Board of War, December 27.

*Independent Chronicle*, THURSDAY, DECEMBER 26, 1776

Boston, December 26.

The following is a List of the Naval Officers lately appointed by the General Assembly of this State.

Port of Boston, Nathaniel Barber, Esq;  
 Salem, Warwich Palfry, Esq;  
 Gloucester, Samuel Whittemore, Esq;  
 Newbury-Port, Capt. Michael Hodge,  
 York, Capt. Richard Trevet,  
 Pepperrelboro', Tristram Jordan, Esq;  
 Falmouth, Mr. Thomas Child,  
 Townsend, Mr. John Bea[illegible],  
 Penobscott, Capt. Jonathan Lowder,  
 Goldsborough, Capt. William Nichols,  
 Machias, Capt. Stephen Smith,  
 Plymouth, Thomas Mayhew, Esq;  
 Barnstable, Joseph Otis, Esq;  
 Dartmouth, Edward Pope, Esq;  
 Nantucket, Mr. Ichabod Plaisted.

The Prize Ship *Mellish*, lately taken by the Ship *Alfred*, in the Service of the United States, is safe arrived at Bedford, in Dartmouth. — She has, it is said, on board, upwards ten Thousand Suits of Cloathing, four Thousand Stands of Arms, a large Quantity Gold Lace, some Bale Goods, Camp Furniture, and Sea Coal, designed for the Ministerial Mercenaries and other Hirelings, at New-York.

Last Friday 37 Prisoners, lately taken by Captain [Jonathan] Eddy, at Fort-Cumberland, were brought to Town, and committed to safe Keeping. — Among whom are, a Captain, a Chaplain, and a Doctor.

LIBELS FILED AGAINST PRIZE VESSELS IN THE MASSACHUSETTS ADMIRALTY COURT <sup>1</sup>

State of Massachusetts-Bay, }  
 Southern District. } To all whom it may concern.

Notice is hereby given, That Libels are filed before me, against the following Vessels and their Cargoes and Appurtenances, viz. In Behalf of Capt. Joseph

Jauncey and his Company, and the Owners of the armed Sloop called the *Washington*, against the Schooner *Halifax Packet*, of about 70 Tons burthen, Eliphalet Smith late Master: In Behalf of James Megree [Magee] and his Company, and the Owners of the Sloop *Independence*, against the Schooner *Sally*, of about 50 Tons burthen, John Stone late Master: Against the Schooner *Sally*, of about 70 Tons burthen, George Elliot late Master: And against the Brigantine *Desire*, of about 90 Tons burthen, Joseph Jackson late Master: In Behalf of Simeon Sampson, Commander of the armed Brig *Independence*, owned by the State of Massachusetts-Bay, and of his Company on board her, against the Brigantine called the *Nancy*, of about 140 Tons burthen, John Churchill late Master: In Behalf of John Paul Jones, Commander of the Ship *Alfred*, in the Service of the United States of America, and his Company on board her, against the Brigantine *Active*, of 150 Tons burthen, Isaac Fox late Master: And against the Ship *Mellish*, of 350 Tons burthen, Joseph Stevenson late Master. All which Vessels, so libelled, are said to have been taken and brought into the Southern District aforesaid. And for the Trial of the Justice of these Captures, the Maritime Court for the said District, will be held at Plymouth, in the County of Plymouth, on Tuesday the Fourteenth Day of January, 1777, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, December 26, 1776.

#### ROBERT MORRIS TO JOHN HANCOCK <sup>1</sup>

[Extract]

Philada Decemr 26th 1776

. . . Capt Charles Alexander whom I sent up to Colo Cadwallader for a few Tradesmen necessary to finish his ship the *Delaware* is just returned and says that whilst he was with the Col a Note came in from Trenton giving an acct that Genl Washington is now Master of that place, that he had sent down to the Ferry 300 Prisoners, had taken all the Enemies baggage & stores at that place, that the Action had been pretty hot for an hour or an hour & a half, that the British then run away toward Bordentown & our People after them, this acct is just confirmed by a letter from Mr Barkly to Mr Mease who says Mr Tilghman had come down to the Ferry & gave him the Acct This Manoeuvre of the Genl had been determined on some days ago but he kept it Secret as the Nature of the Service would admit. . . .

Capt Robison [Isaiah Robinson] of the *Andrew Doria* tells me just now that he hears his Prize Sloop is got up to the Chevaux de Frize and I hope it is true & as this is the first of King George's Own Vessells that we have taken, I should be glad the Congress wou'd order her into their Service and give the Command to Lieutt [Benjamin] Dunn of the *Andw Doria* who has been in the service from the first & is said to be an officer of Merit. Shou'd Genl Washington follow up his blow we may get time to fit out all these Vessells, but if Howe comes here we cannot do it for want of Trades men. . . .

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 33-36, NA.



JOURNAL OF THE MASSACHUSETTS BRIG *Tyrannicide*, CAPTAIN JOHN FISK <sup>1</sup>

Remarks on Thursday 26th Decmr 1776

- 3 [A.M.] Saw a Sail to the westward gave chase at 5 Spake her the  
Schooner from Newbury for St Eustatia 21 Days out Zebulon  
Babson Master put on board 2 prisoners & parted
- 11 [A.M.] Fresh gale and Squally  
Lattd in 16<sup>d</sup>38<sup>m</sup> Longd in 52<sup>d</sup>46<sup>m</sup>
- 1 [P.M.] Fresh breeze and fair weather
- 11 [P.M.] Variable Winds
1. John Fisk Journal, AAS.

GOVERNOR CRAISTER GREATHEAD TO GOVERNOR JOHANNES DE GRAAFF <sup>1</sup>

Copy.

St Christophers 26th Decembr 1776.

Sir, The Letter which I had the honour to receive from you of the 23d in reply to mine of the 17th Inst. make it necessary that I should once more trouble your Honour on the same subject.

On a reperusal of my former letter I am insensible of any Expression in it heightened beyond the Duty I owe my Royal Master, or incompatible with the respect due to your Honours Station, & the Decorum to be observed in Representations of this Nature. Had your Honour condescended to a personal conference with the Gentleman who presented you my letter & to have required from him the nature of the Informations which I had received, I presume that, instead of Vague, general & uncircumstanced reports the[y] would have appeared to you to have merited from me, the Epithet which I bestowed upon them; that their Extent warranted the use to which I had applied them, and that my application to you, Sir, was neither irregular, nor illfounded.

Your Honour disavows any acquaintance in the Government of your Island with the unwarrantable Practices of its Inhabitants: my Letter insinuated no such Charge against the Government in this particular, and althow in the Investigation of the capture of the Brigantine, the Proprietor who appeared before your Honour and the Council may have been deficient for the present, in that Strict legal Proof, essential by your Laws to the Conviction of certain Individuals of St Eustatius, as participating in that Transaction, yet I flatter my Self I Shall Stand Justifiable in the Eys of my Royal Master in my Specifick Charges against the Inhabitants of your Island.

Your Honour too is unconscious of any Partiallity or Violation of Treaties, or of any Indignities willfully offered by the Government of St Eustatius to the King my Master – The impartial World will Judge between us, whether a Salute deliberately returned by a Dutch Fort to the Rebel Brigantine *Andrew Doria*, under Colours known by the Commandant of the Fort, to be those of His Majesty's rebellious Subjects, be, or be not, a Partiality in Favour of those Rebels and a flagrant Indignity offered to his Majesty's Flag. wether the rebel Brigantine Saluted with Thirteen or Eleven Guns, or the Salute was returned with a Like or an inferior Number, will not I apprehend invalidate the Material Ground of my complaint on that Head, nor do I find in any part of your



Honour's Letter which bears the least affinity to a Denial of the Instance of that express matter of Fact. In this Particular my remonstrance does indeed affect the Dutch Government and as your Honour refers to your Lords and Masters, your conduct as well respecting this Charge "as a Trade and navigation which you are confident T[heir] H[igh] M[ightinesses] will not Suffer to be interrupted" it naturally precludes in me, every Expectation that any future application of mine, on this Subject should meet a more favourable Reception from your Honour.

The Controversy therefore necessarily resolves it Self into a matter of State, to be determined by the king my master and their High Mightinesses whose wisdom will at once discern how Just a Conduct is reconcilable with the Treaties existing between the Two Powers.

Altho, Sir, the personal Insolences of a Printer of which your Honour complains affects not the merits of our publick Correspondence, I could not close this without taking Notice of that part of your Honour's Letter. Your Honour will I hope do me the Justice to belive that I cordially disclaim all Countenance of such Injuries and that I abhor the Licentiousness of the Press equally with yourself. But as by the Constitution of this free Country the Libelous Emanations of Calumny and Detraction can meet their Punishment only in the ordinary and established Course of it's civil Justice, So is it out of the Power of any British Magistrate to dispense or point out to your Honour any other mode of Satisfaction. I have the Honour to be &ca

(Sighn'd)

Craister Greathead

To the Hble Johannes de Graaff, Govr of St Eustatius &c. &c.

1. Admiralteits Colleges, No. 487, Neth. Arch.

**27 Dec.**

PROTEST OF JOHN HITCH AGAINST CAPTURE OF BRITISH SLOOP *Success*<sup>1</sup>

Province of Nova scotia

To all whom it may Concern By this publick Instrument of Protest Be it Known and made manifest that on the twenty Seventh day of December One thousand Seven hundred and Seventy Six before me James Brenton Notary and Tabellion publick by Royal Authority Admitted and Sworn and now dwelling at Halifax in the province aforesd personally Came John Hitch late master of the Sloop *success* and made this his protest in manner and form following vizt That on the Sixteenth day of September AD 1775. he sailed from Boston in New England for the province of Nova scotia in the service of Government and that on the thirtieth day of November following being on his return from Nova Scotia with refreshments for the Garrison at Boston he was attackt and taken off Boston Lighthouse by an armed American Schooner and carried into Salem in the province of the Massachusetts bay. where his sd Vessell and her Cargo were taken from him<sup>2</sup> and himself detained a prisoner at Northampton in said province untill the fourteenth of December instant at which time he sailed in a Cartel Sloop bound to Halifax in Nova scotia. where he arrived on the twenty Sixth Instant of all which matters and things the said master hath desired me to make a publick Act.

Wherefore I the said Notary have and do hereby Solemnly protest against the sd armed Schooner her Commander and Crew for the Seizing taking and detaining sd Sloop and her Cargo. and for all Costs Damages and expenses that hav[e] or may Accrue by reason thereof –

Seal

John Hitch  
James Piper  
John siplin

This Done and Protested at  
Halifax aforesaid the day and  
Year above written In presence of  
John Hitch the said Master  
James Piper and John Siplin  
Mariners –  
each making Oath to the truth  
of the Premises and hereunto  
Subscribing their names –

J Brenton Notr Publ

1. BPL.

2. See Volume 4.

COLONEL PIERSE LONG TO THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES <sup>1</sup>

Gent –

Portsmo, Decr 27th, 1776.

This morning I Received advice of one of the Enemies Tenders being drove into our Harbour.<sup>2</sup> I thought it my duty to secure her; being apprehensive that the prisoners might attempt an escape with the prize, I immediately ordered a number of soldiers to embark on board boats to take possession of her, and in the interim prepared others to follow: In one of which I went myself; when I came on board I found Capt. [Hercules] Mooney and Major [Caleb] Hodgdon, with a sufficiency of men to bring her to town. We hove her from off the shore and proceeded as far up the River as the tide would permit before it was spent. After which I gave orders for the prisoners to be brought to town, who are now, to the number I think, 43 or 45, under a proper guard, exclusive of five officers who were brought up by Capt. Pinkham (the person who brought her in) and put to Lodge at a public house. The Capt. of the *Raleigh* <sup>3</sup> order'd a guard on them, for which I am much obliged. This night Capt. [Titus] Salter, in conjunction with Capt. Robt Parker, who I have appointed pilote of her, will bring her to her mooring. I shall be obliged for an order for the Disposition of all the prisoners, excepting those who will be accompanied to Exeter to morrow by Capt. [Ebenezer] Deering to be examined and disposed of as you may judge proper. I am, Gentlemen with due respect [ &c. ]

Pierse Long.

P. S. I beg leave to observe that Capt. Pinkham had this vessel delivered to him by the officers and people belonging to her, to do with her as he thought proper, which induced him to make this push. He has libelled her, and applied to a friend to transact his business.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 443–44.

2. Schooner *George*, a tender to H. M. S. *Milford*, and formerly Washington's schooner *Warren*.

3. Captain Thomas Thompson.

CAPTAIN THOMAS THOMPSON TO THE NEW HAMPSHIRE GENERAL ASSEMBLY <sup>1</sup>

Portsmo Decemr 27, 1776.

Gentn – I have to inform you that the Schooner lately commanded by Capt. [William] Burke now a Tender to the *Milford*,<sup>2</sup> was run on shore last night at Little Harbour; She has four officers passengers, besides that one that commands & about Fifty men, the Officers shall be sent off early to morrow morning; should be glad of your further directions in behalf of the United States, for the disposal of the Prisoners who are now in custody of Colo [Pierse] Long, – all but the Officers who are in my Care <sup>3</sup> Your [&c.]

Thos Thompson.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 444.

2. *George*. See footnote 2 preceding entry.

3. The Assembly responded on January 1, 1777 that the officers were to be given their parole in Concord, and "the Privates have liberty to place themselves with any person to work at any Lawfull calling to gain their subsistence within fifteen miles of Portsmouth within the limits of this State," Bouton, ed., *Documents and Records of New Hampshire*, VIII, 447.

PETITION OF ISAAC SEARS AND PASCHAL N. SMITH TO THE MASSACHUSETTS  
GENERAL COURT <sup>1</sup>

State of Massa- } To the Honoble the Council & the Honoble the General  
chusetts Bay } Assembly of sd. State

Humbly Shew Isaac Sears & Paschal N. Smith both of Boston in the  
County of Suffolk Merchants –

That your Petitioners being Inhabitants of sd Town of Boston, & there being a scarcity of Flour, Rice & Bar Iron in sd Town, & a probability of a still greater scarcity; unless some Adventurers are found & permitted to endeavour to Import the same Articles from our Sister States: And your Petitioners having two Sloops lying at Dartmouth in sd. State, & being willing to risque a Share of their property to remedy such inconveniences as will arise from said scarcity, humbly beg permission to Load & take on board one of the said Sloops called the *Abby* of Ninety Tons burthen John Aikins Master, such Quantities of Rum & Sugar, as the proceeds of which will be sufficient to procure a Load of Flour & Bar Iron & proceed therewith to Philadelphia, or Baltimore in Maryland, there to purchase the same & return to this State. And also to Load & take on board the other of the sd Sloops called the *Expedition*, Eliphalet Ripley Master, burthen about fifty tons, so much of the same Articles as the proceeds whereof will be sufficient to purchase a Load of Rice & proceed therewith to South Carolina, & there to purchase the same & return to this Place therewith. Your Petitioners presume that the advantages, which will accrue to this State by Individuals risquing their property in order to introduce a plenty of these Articles, will counterbalance all disadvantages that may accrue from such permission as they Pray for, they therefore hope the Honoble Board will grant them the Prayer of their Petition. And your Petitioners beg leave farther to [illegible] that your Petitioners some months past purchas'd at Dartmouth in sd State a Cargo suitable for the Markets in France, and also purchased the Briggantine *General Wolfe* of about

150 Tons Burthen, with an intention of Loading sd Cargo on board sd Brig., & proceeding therewith to France, there to dispose of the same, & take on board, German Steel, Sail Duck, Cordage, Woollens & Linens &c, & to proceed therewith to this State – And also that your Petitioners have two Armed Ships, one of Twenty nine Pounders, the other of Eighteen nine Pounders, the former being about half planked up, the latter may be ready to Sail in about three months, but both of them will be prevented Sailing, for want of Sail Cloth & Cordage, unless your Petitioners are permitted to send the sd. Briggantine to France (William Ritchie Commander) with the Cargo aforesaid, consisting of Oil, SpermaCeti Candles, Tobacco, Potash, Fustick & Mahogany; they therefore humbly pray your Honors, & you Gentlemen of the General Assembly, will take this their Petition into Consideration, & grant them leave to Load the said Briggantine as aforesaid, & to dispatch her to Bordeaux in France, & your Petitioners as in Duty bound shall ever pray –

Isaac Sears      Paschal N. Smith

Boston 27th. Decemr 1776

[Endorsements]

In the House of Representa[tives] Decemr 27, 1776

Read and Committed to the Comtee on Similar Petitions

Sent up for Concurrence

Sam<sup>l</sup> Freeman    Speakr P.T.

In Council Dec. 27. 1776

Read & Concurr'd and the same Committee are joined on the Part of the Board

Jn<sup>o</sup> Avery    Dpy Secy

Decr 1776    The Comtee of both Houses on the foregoing petition Beg leave to report as their opinion that the prayer thereof be so far Granted That the two Sloops & Brigg Mentioned in said petition be permitted to proceed on their several voyages provided they carry none of the articles enumerated in a Resolve of the General Court passed the 10th Instant Prohibiting the same Excepting: Nineteen hhds of sugar & six hhds of Rum which said sloops are permitted to Carry out, viz    Twelve hhds in the Largest sloop & seven in the small one

Jabez Fisher    pr order

In Council Decr 31st 1776

Read & Accepted

Sent down for Concurrence

Jn<sup>o</sup> Avery    Dpy Secy

In the House of Representa[tives] Janry 1 1777

Read and Concurred

Sam<sup>l</sup> Freeman    Speakr PT

1. Mass. Arch., vol. 211, 463–64.

# MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 27th Decr 1776.

a Marcelles.

Resolved, that the Ship *Julias Caesar*, be named the *Bourbon*; the Ship *Venus*,

the *Versailles*; the Ship *Friends*, the *Paris*; the Briga *Charming Sally*, the *Penet*; the Briga *Isabella*, the *Count D'Estaing*. —

1. Mass. Arch., vol. 148, 76–78.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE PRIZE SCHOONER *Two Brothers* <sup>1</sup>

	Schooner <i>Two Brothers</i>	Dr	Pr. Contra Credit
December	To 1 Swivel Gun	6 Hampers of potatoes	
the 27th	to 2 pound of powder	1 Bolt of English Duck (No. 7) 36 Yards	
1776	to 2 Small Arms	Twenty four Cags of Pickled Salmon	
	to 2 Catouch Boxes	ten Cags of butter	
	to 1 Cutlass	two Boxes of Linen 14 ps	
	to 72 Lb of Sugar	6 Terses of Bread	
	to 54 Lb of Coffee	1 Barl of Do	
		two Barrels of powder 4 Cwt Each	
		1 English Ensign	
		Eight half Barrels of Beef	
		Five Ditto	
		Nine Skanes of twine	
		1 Barrel of Tar	
		half a Side of Soul Leather <sup>2</sup>	

1. Shaw Papers, 1775–1782, Ledger 7, YUL.

2. *Two Brothers* was a prize of the Connecticut privateer sloop *American Revenue*. Shaw's account against the *American Revenue* this date, Shaw Papers, 1775–1782, Ledger 7, YUL.

*Connecticut Gazette*, FRIDAY, DECEMBER 27, 1776

New-London, December 27.

The Captains Godwin and Howard, from Connecticut-River, who sailed from this Port for the West-Indies about three Weeks ago, are both taken and carried into New-York.

Last Wednesday Noon thirteen Ships from the Eastward went by this Harbour, and proceeded up Sound; they are supposed to be from Newport, and bound to New-York.

A Flag of Truce, with a Number of Masters of Vessels, &c. that were taken in Prizes that have been brought into this Port, will sail from hence, the first fair Wind, for New-York, to be exchanged for an equal Number of American Prisoners there.

Deserted from the Privateer Sloop *Lyon*, commanded by Timothy Shaler, on the Night next after the 25th of December Inst. one Samuel Smith, jun. of Worthington, a Parish of Middletown, he is about five Feet ten Inches high, dark Complexion, has long black Hair, had on when he went away, a redish Surtout Coat and striped Trowsers with a Blanket rolled round for a Pack. Whoever shall



take up said Runaway and confine him so that he may be had on board said Privateer, lying at New-London, by the first Day of January next, shall have a handsome Reward, and all necessary Charges paid by  
New-London, Dec. 26, 1776. Timothy Shaler

ORDER OF NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

In Committee of Safety for the State  
of New York Fishkill Decr 27th 1776

Ordered, that the Treasurer of this State advance on the Credit of the united States to Lieutenant Victor Bicker, nominated and appointed to raise 30 Marines by Order of the continental Marine Committee, for the purpose of guarding the continental Frigates, *Congress & Montgomerie* & such other Vessels & Stores as may be laid up with them during the Winter, the Sum of two hundred Dollars for the recruiting Service of the said Marines

200 Dollars By Order Ab<sup>m</sup> Ten Broeck [illegible]

Attest Rob<sup>t</sup> Benson, Secry

[Endorsed] Recd December 28th 1776. from P. V. B. Livingston by the hand of Gerard Bancker two hundred Dollars – pursuant to the above Written Order

200 Dollars P Victor Bicker Liet

1. FDRL.

VICE ADMIRAL RICHARD LORD HOWE TO VICE ADMIRAL MOLYNEUX SHULDHAM,  
H. M. S. *Bristol* <sup>1</sup>

Copy

Whereas there is not any apparent Necessity for the longer detention of His Majesty's Ship the *Bristol* in which Your Lordship is embarked, with respect to the military operations impending, or proposed to be undertaken for the King's Service, by His Majesty's Land Forces in this and the adjacent Provinces; You are therefore to repair in the said Ship with all convenient diligence to Portsmouth. Being upon your arrival there, to make the same known to the Secretary, that You may receive Orders from the Lords Commissioners of the Admiralty for your future Conduct, and the further Appointment of the Ship.

Your Lordship is at the same time to direct Captain [John] Raynor to forward in the charge of a trusty Officer, by Express, the several Dispatches for the Admiralty and Secretary of States Offices, transmitted herewith; to be delivered as they are respectively addressed.

Given on board His Majesty's Ship the *Eagle* at New York the 27th day of December 1776.

Howe

By Command of the Vice Admiral Josh Davies.

1. PRO, Admiralty 1/487.

ROBERT MORRIS TO THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Gentn,

Philada. Decr 27th, 1776

Capt. [George] Cook, Commander of the Maryland Ship-of-War *Defence*, is the bearer of this Note, he came up with upwards of 70 men to assist in defence of this City, as the Gondolos are going on Service he offers to go in them as a reinforcement, & if need be at the place of action he and his men will assist the artillery. I doubt not this offer will be acceptable, & if so, the Council will give their officers suitable directions. I have the honour to be Gentn, [&c.]

Robert Morris.

1. *Pennsylvania Archives*, 1st series, V, 138.PUBLIC NOTICE OF CONGRESSIONAL COMMITTEE IN PHILADELPHIA <sup>1</sup>

Philadelphia, Dec. 27, 1776

The Honorable Congress have appointed a Committee of their body to transact such Continental business in this city as may be proper and necessary, the said Committee give this public notice, that they meet every day, and sit from ten to three o'clock, at their office in Front-street, where Messrs. Barclay and Mitchell lately dwelt, opposite to Messrs. Conyngham, Nesbit and Company. All persons charged with public letters for the Congress, Board of War, Marine, or other Committees, are desired to take notice hereof, as such letters will be opened or forwarded by the Committee as the case may require. —

Robert Morris, George Clymer, George Walton.

1. *Pennsylvania Evening Post*, December 31, 1776.

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE FRIGATE *Randolph*<sup>1</sup>  
Frigat *Randolph* Nicholas Biddle Esqr Commander.

1776		For First Cruise		
July	17	To Amount Sundrys furnish'd while Buildg		5. . . . .
"	"	To Cash paid Jacob Keilmhle for Lime juice		6. . 1 . . .
"	23	do " Days labour pr Jno Locktons bill		6. . . . .
"	24	do " Mrs Mason for makg Colrs		5. 19 . . .
"	28	do " Days labour as P Capt Locktons bill		9. 15 . . .
August	13	do " ditto as P do		
"	15	1 Bolt No 1 Canvass 40 Yds		
"	24	46 Pieces French Canvass Vizt -		
		19 pieces A. 1001½ ells is 1300½ yds @		
		16 do B. . . 845½ " is 1099½ "		
		5 do C. . . 214¼ " 278¼ "		
		2 do H. . . 197 " 277 "		
		3 do K. . . 318 " 431 "		
		1 do E. . . . 41 " 55 "		
"	"	Cash paid days labour as Pr J: Lockton		
"	27	25½ Yds Osnabrigs for the Awning		
"	"	40 lb Sewing Twine		
"	"	36 lb do		
			@ 3/	5. . 6. . .
			2/6	6. . . .
				4. 10 . . .
"	31	Cash paid Patrick Byrne for Shrubb		1. 10 . . .
"	"	do " Days labour as Pr J: Locktons bill		4. 18 . . .
				6. . 8. . .

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE FRIGATE *Randolph* [continued]

## For First Cruise [continued]

Septeur	2	22 Yds Osnabrigs for the Awning		
"	6	Cash paid for hawling 3 cords wood		
"	"	do " Days labour as Pr John Locktons bill	7..6	
"	"	do " Sawing and splitting 3 cords wood	4..2..-	
"	"	do " George Eller for 3 cords wood	1..2..6	
"	16	do " days labour Pr J: Locktons bill	2.17..6	8..9..6
"	"	do " Do	8..-	
"	"	do " Dean Timmonds for a Box Candles	4.14..-	5..2..-
"	21	do " ditto for 200 lbs soap	19..8	
"	"	do " Thomas Fitzgerald for hawlg 4 loads Gravel	1.13..4	
"	"	do " Days labour as Pr Jno Locktons bill	15..-	
"	"	do " Samuel Rhodes's bill	8.15..9	
"	"	do " for $\frac{1}{4}$ of $5\frac{1}{4}$ cord hickory wood	19..6	
"	"	do " for hawling ditto	3..7..5	16.10..8
"	30	do " Days labour Pr J: Locktons bill	4..9 $\frac{1}{2}$	
"	"	do " Sawing and Splitting $\frac{1}{4}$ of $5\frac{1}{4}$ cord wood	10.16..6	
"	"	do " "	17..3	11.18..6
Octor	3	9 Crews @ 3/.. & 9 Canns	@ 3/6	2.18..6
"	12	Cash paid Benj: Crafts for paintg 58 water casks		7..5
"	"	do " James Fulton for Portage		13..6
		Carried Forward		7.18..6
		Brought Forward	£	7.18..6

October	12	To Cash paid James Fulton for portge	13..6	
"	"	" do " for ¼ Hhd Line to Jos: Cooper	6..8	
"	"	" do " Fincher Hellings for plaist'ring	1.19.10	10..5..-
<hr/>				
"	"	" do " John Paterson for makg 2 Brandg Irons	2..2..-	
"	"	" do " Days labour Pr John Locktons bill	5.13..6	7.15..6
<hr/>				
21	"	" do " Samuel Rhodes's bill	2..8..-	2..9..-
28	"	" do " Days labour	4..4..7½	6.12..7½
"	"	" do " Dean Timmonds for 1 box Candles		
<hr/>				
31	"	" 1 Bolt Russia Duck		
Novemr	6	" Cash paid for white washing the magazine	7.10..-	
"	9	" do " James Fulton for portge	1.10..-	5..6
"	"	" do " Hawling 2 Twelve pound Canon	7..6	1.17..6
<hr/>				
"	18	" do " Martin Wert for hawlg Cannon	5..-	
"	"	" do " Martin Brooke for hawlg 2 do	10..-	
"	"	" do " Patrick Vaughs bill for fixing the camboose	3.10..-	4..5..-
<hr/>				
"	21	" do " for 1 Ps Osnabrigs 102 Yds		
"	23	" 54¼ Yards F @		
"	"	" 90 Yards Dutch Osnabrigs		
"	"	" Cash paid Sundries		
"	28	" 1 Barrell Country Rum 33 Gals		7.19..6
"	"	" 1 Keg West India do 5	8..5..-	
<hr/>				
			2.10	10.15..-





## Brought Forward

Decr	17	To 2 Hhds & 1 Keg West India Rum 235 Gals	@ 10/	117.10.-	
"	"	" 2 Barrells Country Rum 66 "	5/	16.10.-	134.-.-.-
<hr/>					
"	21	Cash paid William Evans for alterg 36 Gun			
		carges		24.2.-	
"	"	ditto Hercules Courtney for candles		35.3.4	
"	"	ditto John Elmslie for 16 Trucks		1.4.-	
"	"	ditto ditto for a Drumhead		7.6	
"	"	ditto James Fultons Bill [portorage]		11.4.-	
"	"	ditto James Allenby Bill		10.9	72.7.11
<hr/>					
"	27	1 Hhd West India Rum 120 Galls	@ 10/	60.-.-.-	
"	"	50 Cutlasses	@ 15/	37.10.-	
"	"	36 Pikes	5/9d	10.7.-	
"	"	36 Poleaxes	3/	5.8.-	53.5.-
<hr/>					

CAPTAIN JAMES NICHOLSON TO SAMUEL PURVIANCE, JR., BALTIMORE <sup>1</sup>

Dear Sir

Philad Decr 27th 1776

An hour's detainment of the Tide gives me an opportunity of writing the particulars of yesterday's action at Trenton – Genl Washington with about four thousand Men crossed on the Christmas night and surrounded the town; the enemy was surprised, and collected confusedly; after a short resistance they grounded their arms and surrendered to the amount of 750 (Hessians solely); they lost 30 killed and wounded, and we 2 killed, and 3 or 4 wounded; Capt [William] Washington among the last, who commanded the advanced party, but not mortally. Had the weather proved favorable, and the other three divisions got over, there would (I have no doubt) the whole of them shared the same fate with these – Their light horse scampered away on the first alarm, and all those on the outskirts of the town made their escape about as many as were taken – There are 1 Col, 2 Majors, 4 Captains, 7 Lieutenants and 8 ensigns – prisoners, with 6 field pieces, 2 Standards and 1000 stand of arms, 20 Drums one Col wounded and left on his parole at Trenton – Our people having returned to this side again we should have whipped them in the same manner at Bordentown could our men under Col [John] Cadwalader have crossed, but the weather and ice made it impossible – This affair has given such amazing spirit to our people, that you might do any thing, or go any where with them – We have vast numbers of fine militia coming in momentarily – but none from our Province – I believe an attack is intended tomorrow upon the Hessians [main] body at Bordentown; in which I intend serving with my people as artillery men, and are embarked for that purpose on board the gallies – Immediately its over (please God) I intend down, and am doubtful if I can bring an anchor with me, but more of that hereafter (I am not pleased about it) I am yours [&c.]

James Nicholson

1. Robert Purviance, *A Narrative of Events which occurred in Baltimore Town During the Revolutionary War* (Baltimore, 1849), 208–09.

LIEUTENANT WILLIAM JONES, R. N., TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

Copy

My Lord/

Philadelphia 27th Decr 1776

I beg leave to acquaint you that having been in His Majestys Sloop *Racehorse* under my Command to see the Jamaica Convoy under the Convoy of Captain Douglass [Stair Douglas] in His Majestys Ship *Squirrel* as far as Latitude 31. And in returning in pursuance of orders received from Vice Admiral Gayton, to Turks Islands in the Latitude between 22 & 23 North, I met the Brig *Andrew Doria* the 8th instant, and after an Engagement of two Hours and three Quarters, being myself wounded in the Right Arm and Rigging & Sails much damaged, I was obliged to submit, and am now a prisoner at this Place, of which I must beg the favor of You, that you will be pleased to advise Admiral Gayton. The Men taken

with me are also Prisoners here, and are much in want of Woolen Cloathing suitable to this cold Climate. I am My Lord Your Lordships [&c.]

W<sup>m</sup> Jones

1. PRO, Admiralty 1/240.

FRANCIS LEWIS TO THE NEW YORK COMMITTEE OF SAFETY<sup>1</sup>

[Extract]

Baltimore, 27th Decemr. 1776.

Gentlemen – Your favour of the 5th instant, per Lieut. Brit, I have received, with your resolves relative to the frigate[s] in Hudson's river, which I this day laid before the marine committee, and meet their entire approbation. They are of opinion that whatever vessels belonging to the Continent, and are now in Hudson's river, should be also secured in Esopus creek, or some other place of safety. The people belonging to the brigantine and sloop may be disposed of at the discretion of your Convention.

Congress approves of your recommendation of Lieut. Victor Bicker, Junr. for the marines, and as soon as the blank commissions are received from Philadelphia, one shall be filled up for him and forwarded to you.

Your letter, directed to Captain [Patrick] Dennis, I thought it proper to return you; his last place of residence was in Brunswick, which is now in General Howe's possession. Perhaps you may hear of Captain Dennis some where in your State. The rigging, &c. that belonged to those vessels sunk into the North and East river[s], and now in the possession of Captain Dennis, it is imagined may be of singular service at Ticonderoga, of which General Schuyler should be informed. I am also directed to inform you that Congress much approves of the frigates being fitted out against the spring, and of your directing a sufficient number of cannon to be cast at Sal[i]sbury, as none for your purposes can be procured from these parts. . . .

1. *New York Provincial Congress*, I, 763–64.

GEORGE WELLS TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Gentlemen

Baltimore Decr 27th 1776

I take this Opportunity of Informing You that I have Launchd One of the Row Gallies & that I Shall push on the Other as fast as possible, Please to let Me know, how She is to be Masted – As I am Informed that there is Some Sheet lead In this town belonging to You, Id be obligd to You to Send Me An Order for Some, as I want it for Scupers, & Magazine, Please to Send Me per Bearer Mr. Barry, Any further Directions or Commands You May have for me, Which Shall be punctually Observed, By Gentlemen [&c.]

George Wells

Gentlemen Please to Send Me per Bearer Mr John Barry the Sum of Seven Hundred Pounds on Acct of the Rowe Gallies – & Alsoe the Amt of the Accts for repairing the Old Vessells belonging to You Which Accts he Carries & Y'l Oblige [&c.]

George Wells

1. Red Book, XIII, Md. Arch.

JOHN HALL TO BENJAMIN HARRISON <sup>1</sup>

In Council of Safety

[Annapolis] Decr 27th 1776

Benja Harrison Esqr President of The Board of War

Sir We are greatly embarrassed by your request to part with Capt [John] Martin's Vessel, she was purchased by our Agent in the West Indies, and is now claimed by Capt [William] Stone who hath replevied her, and we have undertaken to indemnify the Sheriff – if we part with her Congress must take the risque off our hands.

Should you want a fast sailing Vessel there is a Brigg at Baltimore taken by the Ship *Defence* which we ordered our Agent to buy for this State – that Vessel you may have if she will suit Congress – We are unwilling to part with Martins' Vessel, she being now loaden, and we expect her cargo of Coarse Woolens &c is now ready at Martinique or Eustatia – however if the Honble Congress cannot supply themselves otherwise, we must let them have the Brigg and Cargoe upon the terms they request, with the addition that the State ought to be indemnified – We shall keep Martin a day or two in expectation of hearing from you again. for and on behalf of the Council I have the honor to be [&c.]

J. Hall

1. Papers CC (Letters addressed to Congress), 78, XI, 109, NA. The draft in Council of Safety Letter Book, No. 2, Md. Arch., is dated December 26, and has slight variations.

MARYLAND COUNCIL OF SAFETY TO GEORGE WELLS <sup>1</sup>

No. 73.

Sir, Your's by Mr [John] Barry we have received, and are glad to hear you have launched one of the Row Gallies, and that you are pushing the other on, as fast as possible. – As to the masting we must refer you to Mr Stephen Steward, who is now in your Town. – Inclosed is an order on the commissary for Sheet Lead for the purposes you mention. – Mr Barry brings the Amount of the Account for the repairs of the old Vessels, but we cannot be justified in advancing the seven hundred Pounds, on Account of Row-Gallies without an Account of the Expenditure of the Money before advanced for that business, which you will please to forward to us, and the further advance shall be immediately made. [Annapolis] Decr 27th 1776.

1. Council of Safety Letter Book, No. 2, Md. Arch.

PURDIE'S *Virginia Gazette*, FRIDAY, DECEMBER 27, 1776

Williamsburg, December 27.

By a St. Kitt's paper, we learn, that the governour of St. Eustatia lately gave an entertainment for capt. [Isaiah] Robinson, commander of the continental vessel of war the *Andrew Doria*, to which all the American merchants and provincial agents were invited; also, that one of our privateers had taken a brig belonging to Dominica, and carried her into that Dutch free port.

Col. [Edward] Carrington, of the artillery, just arrived from Hampton, brings us the agreeable intelligence of a most valuable cargo being gone up to Baltimore



from Cape Francois, which comes in a brig that was sent out by Congress, and has on board 800 stand of arms, 15 tuns of gunpowder, a quantity of sulphur, and a very large assortment of blanketing and coarse clothes for the soldiery. A number of French passengers came in the vessel, one of them an officer of rank. The captain of her says, that the French show the utmost civility and give every encouragement to the Americans, and have cruizers out to protect their trade; also, that a declaration of war was every moment expected from the French court, And that gunpowder, woollens, and almost every other kind of goods, were in great plenty at the Cape, and to be bought on good terms.

**28 Dec.**

CAPTAIN THOMAS THOMPSON TO CAPTAIN HECTOR McNEILL <sup>1</sup>

[Extract]

Sir

Portsmouth Decemr 28th 1776

I am now going to ask your Opinion of an Affair which lately happn'd here; as it Concerns the whole Navy, I should wish to have it set in a proper light in case of future Accidents or Occurrences of this Nature. – One day this Week a Tender belonging to the *Milford* (late Burk's [William Burke] Schooner) having Cruized three Weeks in this Bay without Success, in order to meet the above Ship for which She was loaded with Provisions, Run on Shore in a By Harbour close to the mouth of our Main Harbour. – The manner was thus – Being close in with York Ledge, night coming on & a heavy Gale at N.E, thick of Snow themselves unacquainted – therefore in order to save their Lives, the Commander desired one Pinkum (who was then on board) to Run the Schooner into some safe Harbour & there take their Chance of being made Prisoners of War, rather than perish in the Storm. – In short; on Tuesday Morning [December 24] she was discovered high & dry on shore Close by a Fort – at the same time Pinkum appear'd in Town with the Officers that Commanded & three more belonging to other Ships, who were Passengers – I received the Information in the Street by Accident, immediately sent down Boats and Officers &c & order'd them to take Command of the Vessel & apply to the Officers of the Continental Troops to Assist & bring the Prisoners 50 in Number; but previous to my Lieut getting on board the Prisoners were Secured on Shore, & the Vessel was in possession of the Soldier Officers, who absolutely refused my Lieut taking the Command & was determined to Oppose at all Events – to prevent dispute, the Lieut joined by mutual consent Assisted to do what was necessary to Secure the [Prisoners and] lighten the Schooner, & get her afloat & safe moor'd [which] they effected, & she is now up at Town – This [Pinkum] conceives himself the Captor; The Officers & Soldiers conceive they are the Captors & I think my Authority [Su]percedes them both, & that we are the Captors, as [myself] being the only Commanding Officer in the Navy at this Port, in which department this matter certainly belongs & the dignity of which I shall Endeavour to Sup[port] In short Pinkum has libelled the Schooner on the [strength] of a Resolve of Congress,<sup>2</sup> which while it is in being I shall consider it as an Injurious Indignity to the Navy, 'tis on Page 12 where the Congress have wisely given the whole of Vesels & their Cargo's to Non-Comba[tant] Persons (which is always accounted Piracy) while at the same time they gave us but one third – This Resolve

also includes detachments from the Army; on the Strength of which the Officers & Soldiers mean to establish their Claim – altho nothing is done in it yet, nor shall I, untill I have your Opinion & the other Gentlemen belonging to the Navy who are now in Boston, which I wo[uld] beg you to send soon as may be; – would have you make my Compliments to Mr [John] Adams & ask his opinion This Resolve must be done away, for as it now stands, if a Vessel by Accident was to be dismasted, & driving on the Shore (as 'tis possible some time may happen) I [pursuing] the Ship, & a fellow Living on the Sea Shore, see the Vessel at one & the Same time, but he being nearer the Ship than us, gets on board first perhaps a few minutes; by the Strength of that Resolve he holds the Vessel and deprives . . .<sup>3</sup>

1. FDRL.

2. Resolve of March 23, 1776. See Volume 4, 479–80.

3. Final page of this damaged letter is illegible.

### LOG OF THE BRITISH SCHOONER TENDER *George*<sup>1</sup>

Portsmouth, Decemb. 28 1776.

Extracts from the Log-Book of the *George*-Schooner, a Tender to the *Milford* (formerly the *Warren* commanded by Capt. Burke) which was run on shore in this harbour in the Snow-Storm the 26th instant.

Halifax, Saturday 26th October 1776. Weigh'd, sail'd in company with his majesty's ship *Milford*.

Saturday, Nov. 2, The *Milford* re-took a brig and sent her to Halifax.

Wednesday, Nov. 5, Took a schooner within Thatcher's island, loaded with wood, &c. were fir'd at from the shore by several people – return'd them great guns & small arms.

Thursday, Nov. 7, Stowed away what wood we could from on board the schooner – scutled and set her on fire – sail'd in company with the *Milford*.

Wednesday, Nov. 13. The *Milford's* boat came on board – weigh'd and work'd into Cape-Cod harbour – a boat came on board with two men, &c.

Thursday, Nov. 21, Took a schooner within Thatcher's island loaded with fish & lumber, put an officer and 3 men on board and sent her to the *Milford*.

Friday Nov. 22, Took a wood sloop in Ipswich Bay, and run down to the *Milford*; took necessarys out of her, & set her on fire – The *Milford* scutled one sloop and sent two schooners to Halifax.

Sund. Nov. 24, Fired two guns & brought a Brig too, which had been taken by a Marblehead Schooner – sent an officer and four men on board, the *Milford* took the Brig in tow. N.B. The aforementioned two Brigs, were prizes of the *true Blue*; The latter was from the Streights, said to be worth 30,000 l. Sterling.

Tuesday Nov. 26, Join'd the *Milford*, took the Brig in tow, parted with the *Milford*, bound for Halifax.

Saturday Dec. 1, Came into Halifax harbour – found riding here, his majesty's Ships *Rainbow*, *Amerson* [*Amazon*], *Flora*, *Liverpool*, *Richmond*, *Lizard*, *Judo* [*Juno*], *Scarborough*, with several other sail.

Friday Dec. 7, Received on board the *Milford's* provisions. Sailed hence the *Amerson* with a fleet of transports for New York.

Saturday Dec. 8, Weigh'd and came to sail out of Halifax harbour.

Friday Dec. 20, Saw a sail to the Westward – hoisted a boat out sent an officer and men on board a Sloop from Portsmo. bound to Sheeps Gut – Pinkum, master.

Saturday Dec. 21, Got the sloop's sail &c. on board and set her on fire.

The officers taken in the above schooner say, That the day before they left Halifax an armed Brig named the *Independance* was taken by [George] Dawson <sup>2</sup> and a transport ship and carried to fort Cumberland – The Brig engag'd Dawson some time, but the ship running up along side, having soldiers on board conceal'd, who instantly rose up and fired a volley of small arms into the Brig, oblig'd her to strike.

This schooner belonged to the infamous Henry Mowat, well known at the Eastward, who takes every cruel method to distress the good people of these states, in return for the many civilities he had formerly receiv'd from them – she was employ'd as a tender to the *Milford*, and was cruising in this bay in order to join the said ship which Mowat now commands.

1. *The Freeman's Journal*, January 7, 1777.

2. Dawson commanded H. M. Sloop *Hope*.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Saturday. December 28th. 1776.

Petition of Archd Mercer. setting forth, that three Ships which he has loaded were charter'd by Nathl. Falkner [Falconer] in behalf of the secret Comtee. of Congress to proceed from Boston to Virginia there to load with Tobacco for France, are now ready to proceed to Sea. –

And praying, that said Vessels may have liberty to depart under Convoy of the Brig: *Rising States* commanded by Capt James Thompson, and the Brig. *Hancock*, Capt Danl. McNeal [McNeill] it being unsafe for said Ships to proceed without them – &c &c

In Council. – Read, & Committed to the Committee on similar Petitions. –

In the House of Representatives – Read, & Concurred. –

Petition of John Anthony Marion of Port au Prince setting forth, that he arrived in New London the 22d. of July last with a large Cargo of Powder, Arms, & other warlike Stores for the United States of America, and his own Account the proceed of which he has invested in a Ship called the *Camden*, and a Cargo consisting of Lumber, & dry Fish, previous to the Act for preventing Vessels departing this State –

And praying for liberty to proceed on a Voyage to the West Indies. –

In Council. Read, & Committed to the Committee on similar Petitions.

In the House of Representatives. Read & Concurred. –

1. Mass. Arch., vol. 36, 353, 358–59.

COMMODORE ESEK HOPKINS TO JOHN LANGDON <sup>1</sup>

Onboard the *Warren* between Providence & Newport  
December 28. 1776 –

Sir

Captn Whipple late of the *Columbus*, his Officers and Men understand you have Sold and Collected the Money for the Prize Ship *Royal Exchange* – and as the Service of the States will not permit the Officers and People to go to the different States to collect their Prize Money they have Sent Mr Joseph Hardy Clerk of the *Columbus* to bring it onboard to be distributed – I think it will be for the General Good that you pay him the Captors part, first deducting your Commissions and his Receipt will be your discharge for said part – I am with great Regard Sir [&c.]

E. H –

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD <sup>1</sup>

Onboard the *Warren* between Providence  
and Newport Decemb. 28th 1776 –

Sir

I received your favour of the 24th instt – am glad that Care is taken to unload the *Mellish*, which by a Letter rece'd from Mr [Leonard] Jarvis I believe is done – I am extremely oblig'd to you for the favour done me by Supplying my Son with £30 – which was Sufficient for him – but am at a loss how you should think my Prize Money was Connected with the Companys – as the Congress have Settled my part at one twentieth of the Captors part –

I have applyed to Captn Whipple in Respect to Sending you a List of the Men Concern'd, but as the greatest part of the Officers and Men are now on duty onboard the Several Vessels in this Harbour the General Interest of the Country will not permit their applying in Person to the several Agents for their Money – So that if it can't be distributed to them onboard they must go without it – to Remedy which Captn Whipple, his Officers and People have Sent Mr [Joseph] Hardy Clerk of the *Columbus* to bring the Money onboard which I hope will be agreeable – You first taking out your Commissions & the Money you advanc'd my Son – and Mr Hardys Receipt will be your discharge – Capt Whipple would not have taken this Step if there was any other way to Satisfy his Officers and People – <sup>2</sup>

Shall be greatly Obliged to you if you will take Care of my part of the other Prizes within your Jurisdiction untill you Receive my Orders to Send it me. I am with Esteem Sir [&c.]

E H

P S. Inclosed you have a Copy of the Resolve of Congress in respect of my Share of Prize Money –

1. Hopkins Letter Book, RIHS.

2. Prize money from sale of captured brigantine *Lord Lifford*.DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 28th Decr

Frost, and some Snow.

A boat with a Lieutenant and 5 men belonging to a Rebel Privateer Sloop



of 10 Guns, came on shore this morning on part of Brenton's neck. They were immediately seized by some of the troops quartered there, and brought to Headquarters. The vessel They belong to is off the point of the Eastern Main, and they were sent on shore by the Captain of her to obtain intelligence of the British, but did not know the town was in our possession. Orders were immediately sent to The *Cerberus* Frigate, which lay off Fogland Ferry in the Seconnet passage, to go in quest of her; and accordingly she slipt her Cable and went to Sea.

As the *Alfred* and her prizes are daily expected in, orders have been given to hoist the Rebel Colours upon the appearance of any vessels. The Ships in the harbour have struck their Colours, and the Commodores their broad pendants.

1. *Mackenzie's Diary*, I, 131–32.

#### CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO GEORGE WASHINGTON <sup>1</sup>

[Extract]

Philada Decemr 28th 1776

. . . We have considered that part of your Excellencys letter of the 25th Inst to Mr Morris that relates to the Seamen in the Two New England Battalions, whose times expire with this Year, and shou'd any of them obstinately persist in being discharged from your Service on New Years day We think it adviseable to prevail on them to come down here & assist in getting the Frigates out, when they come we will make the best bargain we can with them & if nothing else will do, We will engage to send them home in one or two of those Ships – if they come on these terms we think Capt [Thomas] Read & his officers shou'd come with them that we may if possible get away the *Washington* as well as the *Delaware*, Congress are very anxious to have these Ships out & will be pleased if this measure is pursu[ed.] . . .

1. Washington Papers, LC.

#### JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Saturday, December 28, 1776

That two large floating batteries be built on Lake Champlain, to cover the boom and the bridge; and that General Schuyler be desired to contract with builders for this purpose in New York, or Massachusetts bay, or both, and that General Schuyler provide the materials:

1. Ford, ed., *JCC*, VI, 1047, 1048.

#### JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Baltimore Decmbr 28 – 1776

Sirs/

I have Bought the Brig <sup>2</sup> a greeable to your Orders at a Very Great Prise the People all Seemd Determind to have her shee Cost 2550 Pounds I Sopose shee is a fine See Vesell But shee is Not Worth that Mony But I Beleve it Was the Congrase a gainst the Province I Was Very Canded a Bout the Matter I here the[y] intend to Apply to you for her I think you had Best Spare her to them I Dont think her the Vesell that shee Was Represented. I have her hald to a Warf and hands at Work to Get her Ballase Out, I have Bought a Good Deall of Pork



for the *Defence* and shall, have the Brig Red for See as Soon as I Can, if you Dont Spar her to Congrase, Mr [Samuel] Chase told Mee to Night that Congrase Must have her, I have Put her under the Care of Capt Forsith to Put in Order a Very Good Man from your [&c.]

JeSse Hollingsworth

1. Red Book, XIII, Md.Arch.
2. The brig *Brothers* taken by Captain George Cook in the Maryland state ship *Defence*.

**29 Dec. (Sunday)**

JOURNAL OF H. M. S. *Eagle*, CAPTAIN HENRY DUNCAN <sup>1</sup>

Decmr 1776	Moored off the Town of New York
Saturdy 28th	At 7 AM the <i>Amazon</i> Anchord in the Et River, At [sic] Sailed hence his Majesty's Ship <i>Greyhound</i> .
Sunday 29th	The first part fresh Breezes & hazey Middle Cloudy, latter Clear with hard frost 2 PM came in a Flag a Truce from New Lon- don At 5 made the Parole Sigl with a Red & White Striped pend[ant]

1. NMM, Admiralty L/E/11.

ROBERT MORRIS TO RICHARD HENRY LEE <sup>1</sup>

[Extract] Philada Decr 29th 1776

You cannot conceive how I am vexed & mortified to find after the deal of pains & trouble I have taken that the *Randolph* Frigate is still at the Pier & Ice making in the River but the Officers of that Ship show great reluctance to go away without being compleatly manned & that is not possible, She might have been at Sea before now had they exerted themselves for that purpose but they have had constantly in View to wait for more Men, this has its foundation in a Noble principle which has hindered me from complaining to the Marine Committee, altho I have scolded the Officers like a Buster-Whore for their dilatoriness: they say they wish to Fight & not to run. I tell them they must run untill they can fight –

There are a Number of Soldiers in the two New England Regiments now with Genl Washington whose time expire with this year & will not reinlist. they are chiefly Fishermen or Sea faring People, and I have wrote the General to prevail on all that will not Continue with him to come down here to Man our Frigates & they shall carry them home. I think [this] a good plan as we shall by that me[ans get] some of the Frigates Manned for [Sea] & before they carry the others home they may pick up Seamen from Prizes &c. . . .

1. Lee Papers, UVL.

JOURNAL OF H. M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE <sup>1</sup>

Decr 76 At single Anchor under C: Henlopen  
Sundy 29th At 7 AM The *Roebuck* weigh'd & stood to a Sloop in the SE Qr  
At 10 AM Saw a Sail at Anchor under C: May & one the *Roebuck*  
Chaceing in the SE Qr At Noon The *Roebuck* still in Chace.

Light Airs & fair Wr At  $\frac{1}{2}$  past Noon weigh'd & came to sail Pr Signal of the *Roebuck*. All Sails out, At 2 Bore away to speak the *Roebuck* Pr Signal, Set steering Sails. Sent the Longboat to speak a Brig, but the *Roebucks* Boats getting on board her, made the Signal for the Boat to return. At 4 PM The Brig *N. York* was taken by His Majs Ships *Roebuck* & *Falcon*, made the Signal for a Sail in the NW down steering Sails & gave Chace. The *Roebuck* made the Signal for all Chaces in the NW. bore away to speak the *Roebuck*. C: Henlopen light W  $\frac{1}{4}$  N 4 Leags C: May NBW  $\frac{1}{2}$  W 5 Leags At 11 Wore Ship At 12 Saw a Sail under the Leebow which we took to be the *Roebuck* steer'd after her Lt House WNW 3 or 4 Leags

1. PRO, Admiralty 51/336.

BENJAMIN HARRISON TO DANIEL OF ST. THOMAS JENIFER <sup>1</sup>

Sir

Balt[imo]re Decr 29th 1776

It is the Wish of the Committee of secret Correspondence to avoid as much as possible doing Injury to the State of Maryland, for which Reason they return you many Thanks for your obliging Compliance with their Request as to the Brig <sup>2</sup> but seeing the great Prejudice their taking of her would be to the State most willingly give her up, provided the Council will favor them with a small armed Schooner <sup>3</sup> now in this Port, which they hope will answer their Purpose. The Price will be left to your honorable Board which it is expected will be what she cost the State. Your immediate Answer will much oblige Your [&c.]

To the Presidt of the

Council of Safety of Maryland

1. Papers CC (Reports of the Marine Committee), 37, 103, NA.

2. Brig *Friendship*.

3. Schooner *Jenifer*.

BENJAMIN RUMSEY TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

To the Honourable the Council of Safety of Maryland

I do hereby certify that I am and have been for a Number of Years acquainted with Captn Bennett Mathews that during a great Part of that Time he followed the Sea and commanded a Ship of which he was as I understood half Owner, that I have always heard that he had served a regular Apprentiship to the Sea and followed it 'till a few Years ago when he retired to a paternal Estate, he has always bore the Character of an expert and able Seaman and on Shore of an honest Man and if the Council of Safety will give him the Command of a Galley I am convinced he will acquit himself with such Spirit Skill and Honour as not to discredit or bring Disgrace on those who appointed him and that he will do his Country all the Service in his Power

Benjamin Rumsey

29th Decr 1776

Joppa

1. Conarroe Papers, HSP.

30 Dec.

JOURNAL OF H. M. S. *Liverpool*, LIEUTENANT JOSEPH BROWN <sup>1</sup>

December 1776

C. Sable No 37 W. 12 Lgs

Monday 30

at ½ past 3 AM brot too a sail, sent our Boat on board her, found her from Cork to Cadiz, taken off Lisbon Rock by a Rebel Privateer, took Possession of her <sup>2</sup>

1. PRO, Admiralty 51/548. Captain Henry Bellew and four men had been sent ashore sick at Halifax on December 9.
2. "The *Providence*, Penlerick, from Corke to Lisbon, is re-taken by the *Liverpoole* Man of War, and carried into Halifax," *Public Advertiser*, London, March 26, 1777.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Monday December 30th. 1776.

Petition of Enoch Ilsley of Falmouth – setting forth

That he in Company with others fitted out the Sloop *Putnam* as a privateer to Cruize against the Enemies of these States, and the said Sloop having return'd without meeting with Success – he proposes to Arm said Sloop at St Croix in the West Indies as a Letter of Marque –

And praying for a Commission for that purpose –

In the House of Representatives. Resolved that the prayer of the Petition be granted, provided the Petitioner does not carry from this State more than six Men in the said Vessel – And the Council are accordingly hereby impowered to grant a Commission under this Restriction.

In Council. Read, & Concurred.

Consented to by 15 of the Council.

Petition of John Emery setting forth, That under the encouragement given by the honble. Congress he engaged in a foreign Voyage to France, & Spain, and has lately imported into this State a considerable quantity of Linnen. & Woolen Goods which upon his Arrival he offer'd to the Committee of Cloathing for the Continent, who received to the amount of near seven thousand pounds. – that while in Spain he communicated the Resolves of Congress respecting a free Trade to Messrs. Gardoqui. & Sons at Bilboa, and obtained a Credit from them for a large Sum. upon his Contract to repay them in Rice, that upon his Arrival at Newbury Port he found the Embargo laid upon all Vessels prevented the performance of his Agreement, without he can have aid from the Honble. Court. – That besides the great Inconvenience to himself from this Restraint the Credit of other Americans will doubtless be greatly affected. not only with that respectable House at Bilboa, but with the other Merchts. in Spain, who are now disposed to serve the American Cause, if they find there can be no Faith put in their Contracts – he therefore prays for permission to send two Vessels from Newbury Port to Carolina, there to purchase Cargos of Rice, and thence to proceed to Bilboa and a recommendation to the Committee at Carolina to permit him under these Circumstances to load from thence for the purpose aforesaid.

In the House of Representatives. Read, & Committed to the Committee on similar petitions –

In Council. Read, & Concurred.

1. Mass. Arch., vol. 36, 361, 362–63.

*Boston Gazette*, MONDAY, DECEMBER 30, 1776

Boston, December 30.

By a gentleman of veracity who left London the 24th of September, we learn, That the merchants were very much alarmed at so many captures being taken from them, and were petitioning for an accomodation with the Colonists upon commercial principles only; that the court of Britain had demanded a catagorical answer from France where her fleet and troops were destined; but that an evasive answer was returned from that court, implying, they should know in due season.

The Honorable Nathan Cushing, Esq: is appointed Judge of the Maritime Court, for the Middle District, in the Absence of the Honorable Timothy Pickering, Esq: who set out from this Town Yesterday Morning, to join the Forces of the United States of America.

Arrived in York River, in Virginia, the Sloop *Jane*, Booker, Schooner *Success*, Hill, and Schooner *Rambler*, Buffington, all from St. Eustatia, with 600 Casks of Gunpowder, considerable Cargoes of Salt, Cordage, and dry Goods.

To be sold at private Sale at Plimouth, The Ship *Betsey*, a prime Sailer, Burthen about 340 Tons, three Years old, well found; and also her Cargo, consisting of the following Articles, viz.

110,000 Feet Mahogany,  
35 Tons Logwood, mostly chipt,  
18 or 20 Tons Sarsaperilla.

Whoever hath a Mind to purchase, may have an Opportunity, by applying to Ephraim Spooner.

Plimouth, December 21, 1776.

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To be Sold at Public Auction, on Tuesday  
the [7th] of January, 1777, at Salem,

The Prize Sloop *Speedwell*, formerly the Property of Henry Lloyd of Boston, and commonly called the *York-Packet*. She has a high Deck, and Beams below, good Sails, &c. is well known, and needs no Recommendation.

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On Tuesday the 7th Day of January 1777, will be sold at Vendue, at the Store of Joseph Blaney, Esq: in Salem; The Remainder of the Prize Brig *Mary and James's* Cargo, consisting of the following Articles, viz. – Shoes and Knee Buckles, Coat and Breast Buttons, Finger Rings, a great Variety of Deck Furniture, Brass Doors-Locks, Hinges, Screws, &c., Printed Linen Handkerchiefs, Silver Shoe and Knee Buckles, Stock Buckles, Cane Heads, Knee Chapes, white Beaver Hats, Breeches Patterns, Flannel, Watch Chains, Sword Hangers, Womens Shoes, Tread Hose, Lead Ashes, R[ed] Lead, a Quantity Cream-colour'd Ware, &c.

W. P. Bartlet



Lake George and Wood Creek



MAJOR GENERAL PHILIP SCHUYLER TO JOHN HANCOCK <sup>1</sup>

[Extract]

Albany December 30th 1776 –

Directions are given for repairing the Batteaus in Lake Champlain and Lake George and for building one hundred and fifty adapted to the Navigation of Hudson's and the Mohawks Rivers and Wood Creek.

Should the Enemy be able to force us from Tyonderoga, it will be possible for them, altho' we keep possession of Mount Independence to get into Lake George by drawing their Batteaus over Land from below Tyonderoga, for altho' the Task would be arduous yet it is feasible and ought to be guarded against. I therefore propose to build five or six flat Bottomed Vessels of considerable Force on Lake George, and shall begin to prepare the necessary Articles in the Beginning of February unless Congress should please to direct otherwise, and about the same Time I propose to begin the necessary Work of obstructing the Navigation of Lake Champlain between Tyonderoga and Mount Independence, which I hope to execute so effectually as not to leave a possibility for any Kind of Craft to pass whilst we keep possession of the latter place, and which I think we can do against any Force whatever, provided we have a sufficient Garrison properly supplied with Cannon, Ammunition & provision.

A considerable Quantity of Cordage and Oakham is wanted – If it cannot be supplied in this State, I shall send to the Eastern ones, and so indeed I must for many Articles that will be wanted – I wish therefor a Resolution of Congress, directing every State to comply with my applications in whatever they can.

. . . For three Weeks or perhaps a Month to come we have little to fear from our Enemy, but as after that Lake Champlain will be passable, it is probable they will make an Attempt as I am well informed, that they have two Regiments at St Johns, three at Isle au Noix, and a small Body, as an advanced post on Isle-la-motte, and I conjecture that they would hardly keep so many Troops at those places, if they did not meditate a Winter's Expedition – It is therefore of Importance that the Garrison should be strengthened and have therefore repeated my former application for assistance to the Eastern States.

1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 513–20, NA. This letter was not completed until January 1, 1777.

*New-York Gazette*, MONDAY, DECEMBER 30, 1776

New-York, Dec. 30.

Several of the Rebel Privateers, in order to intimidate the Merchant Ships, have placed Wooden Guns of a considerable Size upon their Decks. One of these lately taken had but four real Guns, and those very indifferent, with 12 or 14 of the other kind, which, all together gave the Vessel a very formidable Appearance.

AMERICAN PRISONERS LANDED AT CAPE HENLOPEN FOR AN EXCHANGE <sup>1</sup>

*A List of Fifty Prisoners taken in American Trading Vessels Set on Shore or to be set on Shore from His Majesty's Ships Stationed off the Capes of Delaware, by Order of Andrew Snape Hamond, Esquire, commander of the Roebuck and Senior Officer, to be exchanged for the like Number of Prisoners By the Committee of Safety at Philadelphia this 30 Day Dec'r, 1776, Viz't:*

Sloop <i>Schoolkill</i> , Wm. M'Culley,	Seaman.
Schooner <i>Nancy</i> , John Robinnett,	do.
Do. Wm. Kensel,	do.
Do. Jacob Trump,	do.
Brigg <i>Sally</i> , John Hart,	do.
Thos. Fulton.	
<i>Heart of Oak</i> , Sloop, Jno. Middleton,	Seaman.
Do. Thos. English,	do.
Brig <i>Brittania</i> , John Fowler,	do.
Do. Isaac Gooding,	do.
Do. Geo. Harding,	do.
Do. Hugh Dillon,	do.
<i>Col'l Perry</i> , Sloop, John Cross,	do.
<i>Two Brothers</i> , Schooner, James Gilbert,	do.
Do. Thos. Armstrong,	Supercargo.
<i>Fanny</i> , Sloop, Dan'l M'Kay,	Master.
Sloop <i>Greenwich</i> , (Packet,) Jacob Grantham,	Supercargo.
Sloop <i>Schoolkill</i> , Benj'n Camby,	Master.
Schooner <i>Nancy</i> , Dav'd Bevan,	Master.
<i>Greenwich</i> , Packet, Dav'd Coney,	Part Owner.
<i>Schoolkill</i> , Sloop, Rob't Wilton,	Boy.
<i>Heart of Oak</i> , Sloop, Mich'l Butler,	Supercargo.
Do. Josh. Taylor,	Seaman.
Do. Thos. Fleming,	Owner & Supercargo
John Langford.	
Sloop, <i>two Brothers</i> , Wm. Blake Russel,	Passenger.
N.B. To be received from H. M's Ship, <i>Falcon</i> , the undermentioned:	
<i>Falcon</i> , Wm. Elbuoy,	[ <i>Falcon</i> ]
Do. Chas. Walker.	Do. Chris'r Seymour.
Do. Alex'r Storey.	Do. John Cochran.
Do. Gideon Stebbins.	Do. Neh'ah Taylor.
Do. Thos. Ene'y.	Do. James Boyd.
Do. Jerem'h Morgan.	Do. Fred'k Baker.
<i>Sucsess</i> , Schooner, Henry Coles,	Seaman.
Brig <i>Two Friends</i> , Rich'd Butler,	Mate.
Do. Peter Vancleek,	Seaman.
Do. Conroyd Wey,	do.
Do. John Lindley,	do.
<i>Delight</i> , Sloop, Wm. Church,	Master.
Do. Nicholas Davis,	Mate.

Do.	John Baker,	Seamen.
	Josa. Leveridge,	do.
	Thomas Mash,	do.
Brigg <i>New York</i> ,	John Walker,	Mate.
Do.	John Hardjohn,	Seaman.
Do.	John Columbo,	do.
<i>Adventure</i> , Schooner,	Will'm Pile,	Master to whom I have given the schooner.

Victualled on board His Majesty's Ship the *Roebuck*, off Cape Henlopen, this 30 Day December, 1776.

A. S. Hamond.

1. *Pennsylvania Archives*, 2d series, I, 657–58.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO ROBERT MORRIS <sup>1</sup>

Copy  
Sir

*Roe Buck* off Lewis Town  
30th Decemr 1776 –

The Assurances that you have been pleased to give me “that the Officers and Men taken onboard British Merchant Ships and carried into Philadelphia have not been detained as Prisoners of War, but permitted to depart as opportunities offered” together with an extract I have at the same time received from the Minutes of the Council of Safety at Philadelphia “that an equal number of Such Prisoners being Subjects of the King, Shall be delivered to me, or some other of His Majesty's Officers, when the Council have it in their power” has induced me to give immediate orders that every Prisoner now on board the Ships under my Command here Shall be Set at liberty without delay; being of nothing more ambitious than to prove myself upon All occasions desirous of releaving the distressed – I have the Honor to be sir [&c.]

A S Hamond

1. Papers CC (Letters addressed to Congress), 78, XI, 117, NA.

# JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Monday, December 30, 1776

It appearing to Congress that it will be extremely difficult, if not impracticable, to supply the army of the United States with bacon, salted beef, pork, soap, tallow and candles, unless the exportation thereof be prohibited; therefore,

*Resolved*, That none of the said articles, except such as may be necessary for the crew of any ship or vessel, be exported from any of the United States after the 5th day of January next, until the first day of November next, or until Congress shall take further order therein. And it is earnestly recommended to the executive powers of the several United States, to see that this resolution be strictly complied with.

*Resolved*, That Commissioners be forth with sent to the Courts of Vienna, Spain, Prussia and the grand Duke of Tuscany.

That the several Commissioners of the United States be instructed to assure the respective Courts, that notwithstanding the artful and insidious endeavours of the Court of Great Britain to represent the Congress and inhabitants of these

states to the European powers, as having a disposition again to submit to the sovereignty of the crown of Great Britain, it is their determination at all events to maintain their independence.

That the Commissioners be respectively directed to use every means in their power to procure the assistance of the Emperor of Germany, and of their most Christian, Catholic and Prussian Majesties, for preventing German, Russian, or other foreign troops, from being sent to America for hostile purposes against these United States, and for obtaining a recall of those already sent.

That his most Christian Majesty be induced, if possible, to assist the United States in the present war with Great Britain, by attacking the Electorate of Hanover, or any part of the dominions of Great Britain in Europe, the East or West Indies.

That to this purpose the Ambassadors be instructed to represent to the Court of France, that in Case G. Britain should succeed against America, a military Government will be established here, and the Americans already trained to arms will, however unwilling, be forced into the Service of his britannic Majesty, whereby his power will be greatly augmented, and may hereafter be employed to reduce to his Government the french and spanish Islands in the West Indies.

That, should the Independance of America be supported, Great Britain, on the Contrary, would at once be deprived of one third of her power and Commerce; that this in a great Measure would be added to the Kingdom of France, whose Territories in the West Indies would be less liable to Molestation from G. Britain and probably enlarged.

That the Commissioners be farther impowered to stipulate with the court of France, that all the trade between the United States and the West India islands shall be carried on by vessels, either belonging to the subjects of his most Christian Majesty, or of these states, each having free Liberty to carry on such trade.

That the Commissioners be likewise instructed to assure his most Christian Majesty, that should his forces be employed in conjunction with the United States to exclude his Britannic Majesty from any share in the cod fishery of America, by reducing the islands of Newfoundland and Cape Breton, and ships of war be furnished when required by the United States to reduce Nova Scotia, the fishery shall be enjoyed equally and in common by the subjects of his most Christian Majesty and these states, to the exclusion of all other nations and people whatever; and half the island of Newfoundland shall be owned by and subject to the jurisdiction of his most Christian Majesty: provided, the province of Nova Scotia, island of Cape Breton, and the remaining part of Newfoundland, be annexed to the territory and government of the United States.

That should the proposals already made be insufficient to produce the proposed declaration of war, and the Commissioners are convinced that it cannot be otherwise accomplished, they assure his most Christian Majesty that such of the British West India islands, as in the course of the war shall be reduced by the united force of France and these states, shall be yielded in absolute property to his most Christian Majesty. And the United States engage on timely notice to furnish at their expence, and deliver at some convenient port or ports in the said



United States, provisions for carrying on expeditions against the said islands, to the amount of two millions of dollars, and six frigates mounting not less than 24 guns each, manned and fitted for the sea, And to render any other assistance which may be in their power as becomes good allies.

That the Commissioners for the Court of France and Spain consult together, and prepare a treaty of commerce and alliance, as near as may be similar to the first proposed to the Court of France, not inconsistent therewith nor disagreeable to his most Christian Majesty, to be proposed to the Court of Spain; adding thereto, "that if his Catholic Majesty will join with the United States in a war against Great Britain, they will assist in reducing to the possession of Spain the town and harbour of Pensacola, provided the citizens and inhabitants of the United States shall have the free and uninterrupted navigation of the Mississippi and use of the harbour of Pensacola, and will, provided it shall be true, that his Portuguese Majesty has insultingly expelled the vessels of these states from his ports, or hath confiscated any such vessels, declare war against the said king, if that measure shall be agreeable to and supported by the Courts of France and Spain.

That the Commissioners for the Court of Berlin consult with the Commissioners at the Court of France, and prepare such a treaty or treaties of friendship and Commerce, to be proposed to the King of Prussia, as shall not be disagreeable to their most Christian or Catholic Majesties.

That the Commissioners at the Court of France be informed of the designs of Congress to send Commissioners to the Courts of Vienna and the grand Duke of Tuscany, to cultivate the friendship of those princes, and to form such treaties of commerce as may be beneficial to those countries and the United States, and directed to acquaint the Ambassadors from their courts to that of France with this design; and in the meantime to solicit thro' those Ambassadors the interference of the Emperor and the Duke of Tuscany, to prevent G. Britain from sending foreign troops to this Country, and to procure a recall of such foreign troops as are already here.

1. Ford, ed., *JCC*, VI, 1050, 1054–58.

#### COMMITTEE OF SECRET CORRESPONDENCE TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gentlemen

Baltimore 30 Decemr 1776

You will be pleased to receive herewith copies of our letter of the 21st instant, and of it's inclosures, which we recommend to your attention – Since that letter was written, General Washington, having been reinforced by the Troops lately commanded by General Lee & by some Corps of Militia, crossed the Delaware with 2500 Men, and attacked a body of the enemy, posted at Trenton, with the success, that you will see related in the inclosed hand bill – We hope this blow will be followed by others, that may leave the enemy not so much to boast of, as they some days ago expected, and we had reason to apprehend –

Upon mature deliberation of all circumstances, Congress deem the speedy declaration of France and European Assistance so indispensibly necessary to secure



the Independence of these States, that they have authorized you to make such tenders to France & Spain, as, they hope, will prevent any longer delay of an event, that is judged so essential to the well being of North America – Your Wisdom, we know, will direct you to make such use of these powers, as will procure the thing desired on terms as much short of the concessions now offered as possible; but no advantages of this kind are proposed at the risk of a delay, that may prove dangerous to the end in view – It must be very obvious to the Court of France, that, if Great Britain should succeed in her design of subjugating these States, their Inhabitants, now well trained to arms, might be compelled to become Instruments for making conquest of the French Possessions in the West Indies; which would be a sad contrast to that security & commercial benefit, that would result to France from the Independence of North America –

By some accident, in removing the papers from Philadelphia to this place, the Secretary of Congress has mislaid the additional instructions formerly given you, by which you were empowered to negotiate with other Courts besides France – We think it necessary to mention this to you, lest the papers should have got into wrong hands, and because we wish to have a copy sent us by the first good opportunity –

We observe that Mr Deane sent his dispatches for this Committee open to Mr [William] Bingham, but, though we have a good opinion of that Gentlemen, yet we think him rather too young to be made acquainted with the business passing between you and us, and therefore wish, this may not be done in cases of much importance –

The next opportunity will bring you the determination of Congress concerning the persons, that are to be sent to the Courts of Vienna, Prussia, Spain, and the Grand Duke of Tuscany – In the meantime, it is hoped, that, through the medium of the Ambassadors from those Courts to that of France, you may be so fortunate as to procure their friendly mediation for the purposes proposed by Congress – Our *Andrew Doria* of 14 Guns has taken a King's Sloop of War of 12 Guns after a smart engagement – <sup>2</sup> In our last we say, the Enemy made near 3000 Prisoners at Fort Washington, but the number is fixed at 2634 – The West India-men, taken by our Cruisers, amount to 250 Sail –

The Scarcity of Ships here is so great, that we shall find much difficulty in making the extensive remittances to France, that we ought, in due season, and therefore it will, in our opinion, be an object of great importance to obtain the consent of the Farmers General to send to Virginia & Maryland for any quantity of Tobacco, they may chuse, or to the State of North Carolina for any quantity of Naval Stores, which may be wanted for publick use, or to supply the demands of private Merchants – The terms, both as to quantity & price you will endeavour to learn and let it be made known to us with all possible expedition, that you may receive an answer thereon –

The Captain of the Armed Vessel, that carries these dispatches has orders to deliver them himself to you in Paris, and his vessel will expect his return in a different Port from the one he arrives at – He will take your directions about his return, and receive your letters, but the anxiety prevailing here to know your success, renders it proper, that he should return with all possible dispatch – <sup>3</sup>

Wishing you health, success, and many happy years we remain Honble Gentlemen [&c.]

Benja Harrison  
Richard Henry Lee

Jn<sup>o</sup> Witherspoon  
Will Hooper

P.S. The number of prisoners lately taken in the Jersies amounts to about 1100 and Gen. Washington is advancing upon the enemy who are retreating thro the Jersies towards New York.

1. Charles Roberts Autograph Collection, 720, Box 1, HCL.

2. H. M. Sloop *Racehorse*.

3. This dispatch was carried by Captain Larkin Hammond of the Maryland armed schooner *Jenifer*. See next entry.

JOHN HALL, FOR THE MARYLAND COUNCIL OF SAFETY, TO BENJAMIN HARRISON <sup>1</sup>

In Council of Safety

Sir

Annapolis – December 30th 1776

Considering the State of Maryland to be embarked in the same cause with the Honble Congress, we readily and chearfully agree that you should have the small armed Schooner now in your Port,<sup>2</sup> which we hope, will answer the Purpose intended, nothing more will be asked for her in Point of Price, but what she cost the State; we expect not to gain, nor would you wish, we are persuaded, that the State of Maryland should loose any thing by the vessel. – We let you have her in the public cause to oblige Congress. – be pleased to notify this to the Commander, and direct him to return a Schedule or Memorandum of Guns and other effects on board, the Price we will send hereafter. – Blankets we have none, but we will furnish Mr Griffin with Cotton to make them, which may be easily done, 'tis the shift we are forced to make for our own Hospital, as also enough to make two for your servant, which may be returned in kind, when convenient. We are Sir [&c.]

J Hall V.P.

1. Papers CC (Letters addressed to Congress), 78, XI, 113, NA; copy in Council of Safety Letter Book, Md. Arch.

2. The armed schooner *Jenifer* at Baltimore.

#### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Monday 30th December 1776. –

Present Mr [Thomas] Whiting, Mr [Champion] Travis & Mr Edward Archer –

Ordered that the Commanding officers on Board the *Safeguard*, *Page* & *Lewis* Gallies apply to Mr Thomas Archer at York Town and take on Board of their Respective Vessels such a Quantity of Shot as they can carry with safety up to Fraizers Ferry and when they arrive there lodge the Shot with Mr Fraizer taking a Receipt for the same mentioning the number and size thereof and Return to Queens Creek as soon as Possible and wait on the Board for further Orders.

Jesse George is Recommended to his excellency the Governor and the honble the Council as a proper person to be appointed second Lieut of the *Lewis* Galley. –  
Adjourned till tomorrow Morning Ten of the Clock. –

Signed, Thomas Whiting 1st Comsr

1. Navy Board Journal, 146–47, VSL.

#### THOMAS WHITING TO WILLIAM FRAZER <sup>1</sup>

Navy Board [Williamsburg] 30th. Decr. 1776

Ordered that William Frazer furnish the Commanding Officer on Board the *Safe-Guard* Galley with such Necessaries as he may be in need of

By Order of the Board

Thoms Whiting 1st Comr

[Endorsed] Recd of Mr Wm Frazer in Consequence of the Above order 1 quarter Beef wt 96 lb 1 Cask butter 82 Neat 23 gallon Whiskey 1 Hogg wt 70 lb And 6 Bushell potatos for the use of the *Safe Guard* Gallie of War George Elliot Commander Swd Henry Stuart <sup>2</sup>

1. Papers concerning the State Navy, vol. 1, 370b, VSL.

2. Orders were also sent to Frazer this date to supply the galleys *Lewis* and *Page*, Papers concerning the State Navy, vol. 2, 158a, VSL.

#### JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston]

Monday 30th Decemr 1776 –

The Board mett according to Adjournment

Present Edward Blake Esqr. first Commissioner

Thos Savage Thos Corbett Josiah Smith Geo Smith Esqrs. The Clerk Reported he had paid the armed Schooner *Rattle Snake* Stationed at Geo Town to the 20th Instant Inclusive Amounting to £1881.8. 8 –

Agreed that Capt. Edward Allen should Open a Rendevous and to Advance a Months pay to Every man that will Inlist in the service of the state for six months

The first Commissioner is desired to write to Mr. Elder surgeon of the *Comet* and request that he will give his attendance on board the said Vessell Once Every day while in Harbour

Agreed that Mr. Stephen Duval do purchase a small Boat from Capt. Francis Morgan for the use of the Pilot Boat *Eagle* and that the first Commissioner do pay for the same

Agreed to draw on the Treasury for amot of the *Comets* Pay bill to the 27th Inst being 3 Months Amot. £2906.18 – for the Detachment of Soldiers on board the said Brig 383 12

Adjourned to next Thursday Eveng 6 oClock

1. Salley, ed., *South Carolina Navy Board*, 31.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

December 1776                      Bermuda N22.00 Et 124 Miles  
 Monday 30th                      At 8 AM Saw a sail to the Noward do made Sail and gave  
    Chace, At 10 fired a Swivel and brot too the Sloop *Union* <sup>2</sup>  
    from New London bound to Guadaloupe Laden with Lumber  
    & 4 Horses, At 12 Wore Ship and made Sail in Company  
    with 4 Prizes.

1. PRO, Admiralty 51/380.
2. Sloop *Union*, Eba Waters, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE MASSACHUSETTS BRIG *Tyrannicide*, CAPTAIN JOHN FISK <sup>1</sup>

Remarks on Monday 30th Decemr 1776 [St. Pierre, Martinique]  
 Pleasant weather employd in fixing our Vessel part of my Crew demanded their discharge I told them it was not in my power to discharge them in a Foreign port. they told me they would desert. I acquainted them that if they did I should do all in my power to catch them & should confine them until I was ready to leave the port & then take them on board. they apply'd to the Continental Agent <sup>2</sup> to enter on board his Schooner Privateer he refus'd them. they then apply'd to the Intendant, he told them they wer Subject to their Captn & none else and that there Capt was not Subject to any body but the Council of the State of Massachusetts Bay. therefore he advised them to repair on board & do their duty. they told me that they would not do their duty that they had no Officers & they were very troublesome and made much uneasiness on board

1. John Fisk Journal, AAS.
2. William Bingham.

31 Dec.

JOHN LANGDON'S ACCOUNTS WITH THE CONTINENTAL CONGRESS<sup>1</sup>

[Portsmouth, December 31, 1776] <sup>2</sup>

Sketch of Marine & Secret Committees Accots vizt					
To the Debit of Secret Committee for sundry Cargo[es] Vessels &c – say	}	£ 9600	By Cash recd from Secret Committee & returns fm W Indies P Greenough –	}	£ 8276
			Say Ballance to Debit of Marine Committee –		
					1324
					<hr/>
					£ 9600
Dr Marine Committee			Contra		Cr
To Balce of Secret Committee –	}	£1324 –	By Cash recd from Committee	}	£ 12000

## JOHN LANGDON'S ACCOUNTS WITH THE CONTINENTAL CONGRESS [continued]

To purchase of Ship	}	460 -	By <i>Royl Exchge</i> Nt	5600 -
<i>Royal Exchge</i> -				
To sundy Charges	}	150 -	Say Ballance	17600 -
in Accot -				4334 -
Ship <i>Raleigh</i> say		20000 -		
<hr/>				
£21934 -				£21934 -

N B. The 20,000 Dollars recd by W Whipple is not included in the above— Adding which to their Cr leaves £1666 due the Committee & is all I have to carry on the buildg of Capt [John] Roches ship -

1. John Langdon Papers, HSP.

2. Date is approximated. It seems likely that Langdon would "sketch" out his accounts at the end of the year.

*The Freeman's Journal*, TUESDAY, DECEMBER 31, 1776

Portsmouth, Dec. 31, 1776.

Last Wednesday night, in a severe storm, by the skill of Capt. Pinkham, was steer'd safe into this harbour, the schooner *George*, of about 80 tons, being the *Milford's* Tender of 8 carriage guns, having a considerable quantity of provisions on board for her. - Captain Pinkham, the 19th instant, sail'd from this port for the Eastward, after having deliver'd a Load of Wood; the 20th he was taken by the above Tender, the 21st they burnt his vessel, with about 100 l. in stores on board, and kept Capt. Pinkham and his two men he had with him, in pursuit of more prizes, but by reason of the violence of the above storm, they begg'd of Pinkham to take the helm at York ledge, and save their lives if he could, & he should be welcome to the vessel, which he at first steer'd into Little Harbour, and is now at Moffatt's wharfe - She had 51 officers and privates on board, who are all safe under guard in this town. - The above was a continental vessel, and commanded by Capt. Burk, as a privateer,<sup>1</sup> but now by one Richard Willis.

1. Formerly Washington's schooner *Warren* which had been taken by H. M. S. *Liverpool*. See Volume 6.



“A RETURN OF THE PRISONERS CONFINED AT NEWBY PORT DECR 31. 1776 — ”<sup>1</sup>

Prisoners Names	Stations	Vessels belongg to	by whom Taken.	Where Confined,
Peter Rigan	Capt	<i>Georgia Diana</i>	<i>Washington</i>	Wm. Atkins Esqrs
James Simonet	Capt		<i>Hawk &amp; Success</i>	Capt James Brown's
John Flea —	Mate	Brign Billy	<i>Ranger</i>	Mr Samll Pilburys
Philip Wheaton	Mate	Snow John	<i>Cival Usage</i>	Mr Wm Price,
Thos Thompson	Do		<i>Hawk</i>	{ Nathan Hoyts
Robt Overstone	Do		Do	
Peter McFarland	Do		<i>Hancock</i>	Thos Merril
Henry Rachley	Do		<i>Hawk</i>	Majr Ralph Cross
Dennis Leonard	Do		Do	Mr Jarrod,
James Corbet	Do	Brig <i>Susannah</i>	Do	Goal —
Geo Stewart	Do	Do	Do	Do
Thos Gordon	passngr	Ship <i>Nancy</i>	<i>Hancock</i>	Do
Joseph Randal	Do	Brig <i>Billy</i>	<i>Ranger,</i>	Do
			Wingate Newman	Do
			Peter Roberts	Do

"A RETURN OF THE PRISONERS CONFINED AT NEWBY PORT DECR 31. 1776—"—[continued]

Prisoners Names	Stations	Vessels belongg to	by whom Taken.	Where Confined,
	[passengr]	[brig <i>Billy</i> ]	[ <i>Ranger</i> ]	[Peter Roberts]
Edwd Payne	Do	Do Do	Do	[Goal]
Win Payne	Do	Do	Do	Do
John Blewer	Do	Do	Do	Do
Charles Hide	Do	Do	Do	Do
John Rose	Do	Do	Do.	Do
Charles Grover				Do
Thos Kerselon				Do
Moses Lewis				Do
John Fidding				Do

In Committee of Correspondence &c, Newbyport 31st Decemr 1776

This may Certify, that the above is a True Return of the Masters, Marriners & Seamen, who have been Confin'd, by the Comittee of Newbury port, in Obediance to an Order, of the Honle Council of the 11th Instant, those Confin'd to the several private places Markt against their Names, have Bondsmen to Appear when Called for, and are att their own Expence, —

By Order of the Comittee

Mich' Hodge Clerk

ADAM BABCOCK TO JOHN BROWN <sup>1</sup>

Sir

Bedford 31st Decr 1776 –

This informs You of the arrival of the prize Brig *Countess of Eglinton*, from Glasgow bound to Antigua, her cargo amounting Pr Invoice to 4582.17..6 Sterlg mostly in Check Linnens, Thread Hose Shoës &c also 200 Firkins Butter &c 160 Bbls Bread &c &c The Brigantine of about 160 Tons is full She was taken by Capt Wm Dennis in the privateer Sloop *America*. Your Privateer *Retaliation* Capt. [Isaac] Jones, was in sight, when the Brig struck. Capt. Dennis's prize Master Mr [Noble] Wood delivered me the Brig papers & I have libel'd the prize in the Maritime Court of this District – at which time Your Claim must be settled — on board of this prize it appears by a letter from both Captains of the privateers, they agreed to Share in each others Captures equally whether Seperate or together for the whole of the Cruize for the future does this meet with your approbation, In other Words are you content to share equally with us in all prizes that both Privateers take after that Agreement – the one half to go to the owners & officers & men of your Privateer the other half to the owner officers & men of the Other — To prevent all disputes hereafter I should be glad of your Answer hereto, in behalf of myself & the other owners of the Privateer Sloop *America* –

You have a Copy of the Libel inclosed & shall have a Copy of the Invoice; the Cargo appears to have been all shipt by one House at Glasgow — but Capt Wood in his haste gave me the first & third Sheet but the Second I suppose is still in his Chest — when he returns which will be in a Day or two I will Send You a Copy — there is also an adventure of the Cpts amounting to near £200 Sterling—I think it best to have the Goods immediately unladed, as doubtless Some of them may be wet, by bad Weather on a Winters passage – The whole I shall deposit in a Safe Store till the Court have decreed the Prize to Some one or both & the Proportion – which I dare Say will meet with your approbation I am

[Endorsed] True Copy Attest Bartlett Le Baron Regr

A True Copy Attest: Chas Cushing Cler

1. Revolutionary War Prize Cases, No. 9, Court of Appeals, 1776–1787, NA. Neither the writer nor the recipient is named but can be determined from the content. Adam Babcock was agent for the Rhode Island privateer *America*, and John Brown was the principal owner of Rhode Island privateer *Retaliation*.

TRIAL AND ACQUITTAL IN RHODE ISLAND ADMIRALTY COURT OF THE PRIZE  
SCHOONER *Frank* <sup>1</sup>

Thomas Rutenbrough Libellant	} Decr 16. . 1776 adjourned to Decemr 31: 1776 –
vs Schooner <i>Frank</i> &c	

Decemr. 31: The Court is in being according to Adjournment.— The said Schooner her Appurtenanc[e]s and Cargo having been captured on the high Seas and brought into the Port of Providence and Libelled in this Court, and public Notice thereof having been given in the News Papers according to law for the Owner or Owners of the said Schooner her Appurtenanc[e]s and Cargo or any Person or persons concerned therein to appear in this Court and shew Cause if any they have why the same should not be condemned: And thereupon Mary Alsop of Middle-

ton in the County of Hartford in the State of Connecticut Administrat[r]ix of all and singular the Goods and Chattels Rights and Credits which wereof Richard Alsop Esquire deceased and Sylvanus Waterman of Chatham in said County of Hartford Mariner, by Henry Marchant Esqr as their Attor[ney] came into Court and Claimed the said Schooner her Appurtenances together with Seventy Two Casks of dry Fish Twenty nine Quintals of Fish and Five Barrels of Herrings as their Property, they the said Mary and Sylvanus being Good Subjects of the united States of America. wher[e]upon John Cole Esqr as Proctor for the Libellant now proceeded and adduced all the Pleas Allegations and Prooffs in Support of the Facts alledged in the Libel; And the said Henry Marchant as Attorney to the Claimants also adduced all the Pleas allegations and Proofs relative to the said Claim, and the whole being fully heard and committed to the Jury duly impanneled and sworn to try the Truth of the Facts alledged in the said Bill and to Return a true Verdict thereof according to Law and Evidence whereupon they the said Jurors return their Verdict in the following Words "We find that the Schooner *Frank* and her Cargo at the Time of Capture by the private Sloop of War called the *Montgomery* were the Property of Mary Alsop as Administratrix of the Estate of Richard Alsop deceased, and the property of Sylvanus Waterman, as set forth in their Claim." – which Verdict is now read and accepted, and thereupon the said Schooner *Frank* her Appurtenances and Cargo are acquitted and ordered to be restored and delivered up to the said Mary and Sylvanus the Claimants. –

Decree –

I John Foster Esqr Judge of the Court aforesd having heard Read in open Court, a Bill or Information exhibited by Thomas Rutenburgh of Providence in said State Commander of the private Sloop of War called the *Montgomery* of the Port of Providence duly Commissioned agreeable to the orders of the Honble the Continental Congress to Cruise against the Enemies of the united States of America in Behalf of himself the Owners of and the Officers & Men belonging to the said Sloop of War, seting forth, "that on the Twenty Ninth Day of October AD: 1776, he the said Thomas together with his said Officers and men belonging to the said Sloop of War being upon the High Seas, and on a Cruise against the said Enemies, Captured and took the Schooner *Frank* Commanded by one Sylvanus Waterman together with her Cargo consisting of Ninety One Casks of dry Fish about Forty Quintals of Ditto in Bulk Eleven Tierces and Five Barrels of Oyle and Five Barrels of Herrings bound from the Port of Ferryland in the Island of Newfoundland to the Island of Jamaica in the West Indies, and that the said Schooner with her Appurtenances and Cargo at and before the Time of Capture belonged to and were the Property of some of the Subjects of the King of Great Britain whose Fleets and Armies are now acting in an hostile manner against the aforesd united States of America, other than the Inhabitants of Bermuda or New Providence or the Bahamma Islands; And that he the said Thomas had sent the said Schooner with her Appurtenances and Cargo into the Port of said Providence for Adjudication, praying that such proper Process and Monitions might be granted as in such Cases are Required by Law." And public Notice having been given for the Owner or Owners of the said Schooner *Frank* her Appurtenances and Cargo,



or any person or Persons concerned therein to appear in this Court and shew Cause, if any they have why the same should not be condemned. Whereupon Mary Alsop of Middle Town in the County of Hartford and State of Connecticut widow and Administratrix of all and Singular the Goods and Chattels Rights and Credits of Richard Alsop late of said Middletown Esqr deceased and Sylvanus Waterman of Chatham in said County of Hartford Mariner exhibited their Claim setting forth that the said Schooner *Frank* with her Appurtenances and Cargo at and before the Time of said Capture were the property of and belonged to the Inhabitants of and the good Subjects of the united States of America and were designed for the Use Benefit and Support of the good Subjects of the united States aforesaid; That is to say the aforesaid Schooner with her Tackle Apparel and Appurtenances together with Seventy Two Casks of dry Fish and Twenty Nine Quintals of Fish and Five Barrels of Herrings were at the Time aforesaid the Property of the said Mary as Administratrix as aforesd and the remaining Part of the Cargo aforesd at said Time the Property of the said Sylvanus Waterman and the Mariners on board the said Schooner who were the Good Subjects of the States aforesaid, and that not any part of the said Schooner or her Cargo were the Property of any of the Subjects of the King of Great Britain neither was the aforesaid schooner in the Employ or Service of the Enemies of the united States neither was the Cargo of the said Schooner designed to Supply the Fleet or Armies of the King of Great Britain or any of the Enemies of the united States but was for the Advantage and Benefit of the good Subjects of the united States of America, and this the said Mary and Sylvanus prayed might be inquired into by the Country.” Whereupon John Cole Esqr as Proctor for the said Thomas & the Libellants, now proceeded and adduced all the Pleas Allegations and Proofs relative to the Truth and Justice of the said Capture and other Facts alledged in the said Bill, after which in Reply Henry Marchant Esqr as Proctor for the said Mary and Sylvanus proceeded and adduced all the Pleas Allegations and Evidences in Support of their said Claim and the Matters alledged therein, and after a full hearing the whole was committed to the Jury impaneled according to Law and sworn to try the Truth of the Facts alledged in the said Bill and to return a true Verdict thereon according to Law and Evidence – And thereupon they the said Jurors Return their Verdict in the following Words. – [“]We find That the Schooner *Frank* and her Cargo at the Time of Capture by the private Sloop of War called the *Montgomery* were the Property of Mary Alsop as Administratrix of the Estate of Richard Alsop Deceased, and the Property of Sylvanus Waterman as set forth in their Claim.” – which Verdict being read accepted and Recorded, I do thereupon adjudge and decree that the said Schooner *Frank* her Appurtenances and Cargo be and the same are hereby acquitted and dischargd from the Process upon the Bill aforesaid, and hereby order that the same be forthwith delivered up and restored to the said Mary and Sylvanus the Claimants. –

The Libellants by John Cole Esqr their Proctor prayed an Appeal from the aforesd Decree to the Honble the Continental Congress, which is granted upon their Giving Bond according to Law.<sup>2</sup>

1. Admiralty Court Minute Book, vol. 2, R. I. Arch.

2. The decision was reversed by another trial in the Rhode Island Admiralty Court on January 27, 1777, Admiralty Court Minute Book, vol. 2, R. I. Arch.



“LIST OF ALL THE VESSELS CARGOES &C BROUGHT INTO THE  
IN THE MARITIME

	No.	Libellants.	Names of the Prizes taken	Tonage of the Prizes	Names of the Captains of the prizes	Names of the Vessels which took the prizes	Commanders of the Privateers which took the Prizes	When the Prizes were taken
Reed Cost	1.	John Grimes and John Hyers	Brig <i>Georgia Packet</i>	90	George Bunner	<i>Spitfire</i> <i>Washington</i> Row-Gallies	John Grimes & John Hyers	1776 April 11th
Do	2.	Ditto	Sloop <i>Speed-well</i>	80	Levi Carman	Ditto-	Ditto	Do
Do	3.		Sloop <i>Two Friends</i>	90	Abraham Cope-land	<i>Andrew Doria</i>	[Nicholas Biddle]	
Do	4.		Ship <i>True Blue</i>	200	James Stable	<i>The Cabot</i>	[Elsha Hinman]	
Do	5.		Brig <i>Rover</i>	140	John Hunter	<i>Montgomery</i>		
Do	6.		Brig <i>Harlequin</i>	130		Do		
Do	7.		Brig <i>Mary</i>	200		Sloop <i>Hancock</i>		
Do	8.		Ship <i>Jane</i>	220		<i>Diamond</i>		
Do	9.		Ship <i>Eagle</i>	280		<i>Montgomery</i>		
Do	10.		Ship <i>Star &amp; Garter</i>	200		<i>Diamond</i>		
Do	11.		Ship <i>Friend-ship</i>	230		Do		
	12.		Brig <i>Lawrence</i>	110		<i>Andrew Doria</i>		
	13.		Brig <i>Elizabeth</i>	110		Do		
Do	14.		Ship <i>Aurora</i>	210		Sloop <i>Independence</i>		
Do	15.		Brig. <i>Fanny</i>	146		Do		
Do	16.		Brig <i>Sally</i>	130		<i>Montgomery &amp; Yankey Ranger</i>		
Do	17.		Sloop <i>Charlotte</i>	40		<i>York Montgomery</i> <i>Genl Schuyler</i>		
	18.	John Cole vs.	3 Cables 2 Anchors-		Belonged to the <i>Scarborough</i>	<i>Spit-fire</i> Row-Gally	John Grimes	April 20
	19.		7 Negro Men			Continental Fleet		
	20.		191 Small Arms &c			<i>Andrew Doria</i>		
Do	21.		Brig <i>Bee</i>	140		<i>Yankey Ranger &amp; Montgomery</i>		
Do	22.		Brig. <i>Triton</i>	140		<i>Montgomery</i>		
	23.		Brig. <i>John</i>	150		<i>Yankey Ranger &amp; Montgomery</i>		
Do	24.		Ship <i>Betsy</i>	210		<i>Montgomery</i>		
Do	25.		<i>St James</i>	310		<i>Genl Greene &amp; Harlequin-</i>		
Reed Cost	26 <sup>a</sup>		Ship <i>Blaze Castle</i>	360		Sloop <i>Sally</i>		Sept 23
Do	27.		Schooner <i>Sally</i>	60		Sloop <i>Joseph</i>		"
Do	28.		Brig. <i>Minerva</i>	70		Brig <i>Industry</i>		
Do	29.		Ship <i>Thomas</i>	220		Sloop <i>Hawk</i>		
Do	30.		Ship <i>Peggy</i>	230		Sloop <i>Favourite</i>		
Do	31.		Ship <i>Union</i>	200		Sloop <i>Hawke</i>		
Do	32.		Schooner <i>Hannah</i>	40		Sloop <i>Favourite</i>		

PORT OF PROVIDENCE AND LIBELLED TRIED AND CONDEMNED  
COURT AD 1776''<sup>1</sup>

When the Prizes were Libelled	When the Prizes were tried -	Where the Prizes were bound from	To what Places the Prizes were bound	Cargoes of the Prizes	Owners of the Prizes	Officer who sold the Prizes	Amount Sales
1776 April 19th	1776 May 21st	bound from Philadelphia to Georgia and in her Passage taken by the <i>Scarborough</i> Man of War Brought into Newport and Retaken		400 Barrils of Flour Soap and Small Arms	Christopher Peessin Jacob Wright of the city of Philadel- phia	Paul Tew Sheriff	1565. 3. . 6
Do	Do	Bound from Turks Island to some Port in Massachusetts Bay -taken as the <i>Georgia</i> <i>Packet</i>		4 Casks of Coffee 2500 Bushels of Salt	Thomas Follansbee and Wm. Morland of New-Bury Port.	Ditto	1132. 13. 11
	June 17th					Ditto	1403. 18. . 8
	July 4th					Ditto	12, 691. 12. . 0
	July 22d					Do	4, 960. . 5. . 7
July 30	August 19th					Do	7, 418. . 3. . 1
Do	Sept 2d					John Lawrence	6, 781. 13. . 6
Aug 8	August 26					Paul Tew	8, 188. . 4. . 6
Do	Do					Ditto	12, 138. 16. . 0
Aug 13	Sept 2d					Ditto	7, 907. . 3. . 4
Aug 15	Sept 2d					Ditto	10, 191. 18. . 0
Sept 9	Octr 1st						
Sept 10	Octr 1st						
Sept 10	Do					Ezekiel Burr	14, 242. . 0. . 0
Sept 11	Do						
Sept 11	Do						
Sept 12	Do						
Do	Do	These Cables and Anchors	belonged to the <i>Scar- borough</i> Man of War	and were left in the Harbour of Newport	and were Left there when she was driven from thence		
Do	Do						
July	July 22d						
Sept 13	Octr 1st						
Sept 13	Octr 7th						
Do	Do						
Do	Do						
Sept 20	Octr 10th						
Sept 23	Octr 14th						
Octr 4.	Octr 21st						
Do	Do						
Octr 9.	Oct 28th						
Do	Do						
Octr 16.	Novr 4th						
Oct 18	Novr 11th						

“LIST OF ALL THE VESSELS CARGOES &C BROUGHT INTO THE  
THE MARITIME COURT

No.	Libellants.	Names of the Prizes taken	Tonage of the Prizes	Names of the Captains of the prizes	Names of the Vessels which took the prizes	Commanders of the Privateers which took the Prizes	When the Prizes were taken
33	Esek Hopkins Esq	Ship <i>Lowther</i>	200	Basil McConnel	<i>Cabot</i>	Elisha Hinman	Sept 26
34	Ditto-	Brig. <i>Success</i>	130		Sloop <i>Providence</i>	[John Paul Jones]	
35.		Sloop <i>Portland</i>	70		Do		
Do 36	Joseph Jauncey vs	Snow <i>Friendship</i>	270	Richard Sainthill	Sloop <i>Washington</i>	Joseph Jauncey	Octr. 12th
37	Thomas Stacy vs	Ship <i>Woodcock</i>	300	Wm Richardson	Sloop <i>Diamond</i>	Thomas Stacy	Sept 22
38		Ship <i>Belle</i>	300		Sloop <i>Greenwich</i>		
39		Brig. <i>Kingston Packet</i>	110		Sloop <i>Providence</i>		
Do 40		Brig. <i>Mary &amp; Joseph</i>	80		<i>Diamond</i>		
Do 41	Thomas Rutenbor vs	Schooner <i>Property</i>	90	William Freeman	Sloop <i>Montgomery</i> Schooner <i>Eagle</i>	Thomas Rutenbor & Isaac Field	Octr 10.
42	Job Peirce	Brig. <i>Pasley</i>	100	Tunis Montanie	Sloop <i>Greenwich</i>	Job Peirce	Octr 7th
43		Ship <i>Westmoreland</i>	300		<i>Cabot</i>		
Do 44		Brig. <i>Live-Oak</i>	260		Sloop <i>Diamond</i>		
Do 45		3 Cannon 100 Arms &c			Sloop <i>Sally</i>		

PORT OF PROVIDENCE AND LIBELLED TRIED AND CONDEMNED IN  
AD 1776"—[continued]

When the Prizes were Libelled	When the Prizes were tried -	Where the Prizes were bound from	To what Places the Prizes were bound	Cargoes of the Prizes	Owners of the Prizes	Officer who sold the Prizes	Amount Sales
Oct 22	Do	Jamaica -	London -	Sugar, Rum	Indigo &c		
Do	Do						
Do	Do						
Do.	Do.	Victualling Office London-	To the Army of the King at New York	Bread, Beef, Pork, Peas, Oat meal, Flour, Rice, Raisins, Oil, Vinegar, Spirits, Butter &c	His Britanick Majesty		
Do.	Do.	Quebeck	Spithead in Great Britain	30 Chaldrons of Sea-Coal 160 Butts: Copper Kettls &c		John Lawrence	6670.-0 .0
Do Octr 17	Novr. 9th Novr 4th						
Octr 26	Novr 18						
Oct 31	Do	Cape Nichola Mole	Liverpool in Nova Scotia				
Oct 30	Novr 16th	Tortola -	Liverpool in Great Britain	28 Casks Sugar. 15 Hhds Rum 5 Bales Cotton and about 50 Tons of Fnstick	Thomas & John Buchanan of Scotland own the Brig & the Cargo is owned by Thomas York and Walter Buchanan of Setd		
Nov 7.	Novr 27						
Do	Do						
Do	Do						

“LIST OF ALL THE VESSELS CARGOES &C BROUGHT INTO THE  
THE MARITIME COURT

No.	Libellants.	Names of the Prizes taken	Tonage of the Prizes	Names of the Captains of the prizes	Names of the Vessels which took the prizes	Commanders of the Privateers which took the Prizes	When the Prizes were taken
46	Job Peirce vs	Brig. <i>Phenix</i>	150	John Darrell	Sloop <i>Greenwich</i>	Job Peirce	Novr 7
Do	47	Schooner <i>Endeavour</i>	125		Sloop <i>Montgomery</i>		
	48 John Tilling- hast vs	Ship <i>Friend- ship</i>	300	Samuel Brom- stone	Sloop <i>Independence</i>	John Tilling- hast	
	49 Thomas Ruten- bourgh	Schooner <i>Frank</i>	65	Sylvanus Waterman	Sloop <i>Montgomery</i>	Thomas Rutenbourgh	
	50 Israel Ambrose	Sloop <i>Swallow</i>	60	Edward Moffat	Sloop <i>Snow-Bird</i>	Israei Ambrose	
	51 Barzillai Smith	<i>Rio Pongo</i>		Walter Cherry	<i>Eagle</i>	Barzilla Smith	

1. Manuscript Collection, vol. 6, 61–62, RIHS.

2. At this point in the manuscript the column headings change slightly in wording but not in substance.



PORT OF PROVIDENCE AND LIBELLED TRIED AND CONDEMNED IN  
AD 1776"—[continued]

When the Prizes were Libelled	When the Prizes were tried -	Where the Prizes were bound from	To what Places the Prizes were bound	Cargoes of the Prizes	Owners of the Prizes	Officer who sold the Prizes	Amount Sales
Do	Novr 25	Quebeck	to Granada-	175 Empty Casks & 1000 Quin- tals of Dry Fish	Edward Darker Daniel Attwood Joseph Hin- son &c owners of the Vessel of Bermuda Todd & Magill owners of Cargo		
Novr 12. Nov 21.	Novr 30 Decr 9	Victualing Office London	To the Armies of the King New York	11,970 lb Beef 47830 lb Pork 14,627 lb Butter 4875 lb Oat meal 140,730 lb Flour &c Fish & Oil	His Britannick Majesty		
Nov 28	Decr 16.	Newfound- land	to Jamaica				
Do	Do	Mississippi	to Senegal-	Lumber Pitch & Tar			
	Decr 21st	Jamaica	to Liverpool England	Ivory Cam- wood Small Arms &c			

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONTINENTAL BRIG *Cabot*  
FOR 1776 <sup>1</sup>

[December 31, 1776] <sup>2</sup>

1776		The Brig <i>Cabot</i>	Dr
June	28	To Cash	£150..--
		To ditto	30..--
July	8	To ditto	39..--
		To ditto pd the Doc	8.14..
	22	To ditto	30..--
		To ditto	3. 6..
	26	To ditto	30..--
Aug	14	To ditto	19..--
	17	To ditto	45..--
	20	To ditto	25.16..
	21	To ditto	60..--
		To ditto	99.12..
		To ditto pd P Richards	12.00..
<hr/>			
July	13	To 39 frocks 8/6	16.11..6
		To 44 shirts 14/4	31.10..8
		To 81 pr Trousers 6/8	27. 8..0
		To 2 Shirts & 3 pr trousers	2. 7..4
		To 8 Shirts from Pool	6. 6..2
		To 50 pr Shoes Richd Douglass.	17.15..0
		To 26 p ditto Robt Manwaring	9.15..0
		To 1 p trousers	--. 6..6
Augt	21	To 6 White Shirts	7. 4..--
		To 44 pr Striped Cotton trousers	39.12..--
		To 9 pr Striped Towcloth do	3..3..0
		To 20 fine Check Shirts	24..--
		To 30 Coarse ditto	25.10.. 0
		To 4 Coarse Boys do	2.16.. --
		To pd George Rogers Bill } for 38 p Shoes	213.17.. 2 15.10.. 6
		To pd Ros Saltonstall for June Tobacco	9..6.00
		To 2 doz Felt Hatts @ 36/	3.12.. --
		To Capt Elisha Hinman's } order pd John Owen for Supplying the <i>Cabots</i> People	14.15.10

To 19 p shoes @ 8/6	from Richd	
To 10 p ditto @ 8/6	Douglass	12.06.. 6
As p Capt Hinmans Rect		809..9.. 6
on the back of his Accot		
		<hr/> £821.16.. 0

July		<i>Cabots Prize</i>			
		To 68 Gal Jamica Rum	} @ 6/6	£22.. 2.. 0	
		To 338 Gal NE ditto Wm Coit	} 4/3	71..16.. 6	
		To pd frt from Norwich		9.. 6	
		<i>And Dorias Prize</i>			
		To 65 Gal Jamica Rum	} @ 6/6	21.. 1.. 6	
		To Thos Mumfords Bill for Rum &c		38.. 0.. 6	153.10.. 0
		To 7 bar beef Thos Morgan @ 51/6		18.. 0.. 6	
		To 13 bar ditto N S @ 51/6		33.. 9.. 6	
Augt	21	To 3 bar ditto N S @ 51/6		7..14.. 6	
July	8	To 2 bar pork Thos Morgan	} @ 76/6	7..13.. 0	
	14	To 4 bar pork N S @ 80/		16.. 0.. 0	
		To 6 bar do E Ledyard @ 80/		24.. 0.. 0	
		To 6 bar do J Alcott @ 80/		24.. 0.. 0	
Augt	21	To 11 bar do A. Beebe @ 80/		44.. 0.. 0	174.17.. 6
July	8	To 10 bar flour		18..1..0	
Augt	21	To 8 bar ditto		13..3.10	
		To 13. 2. 3 Bread from Shepherd			
		To 7. 0. 6 ditto from Charles			
		To 21. 1. 17 ditto from Bradly			
			} @ 15/	24..00.. 0	
			} 24/	50.. 7.. 7	

NATHANIEL SHAW, JR.'s ACCOUNT AGAINST THE CONTINENTAL BRIG *Cabot*  
FOR 1776—[continued]

1776	The Brig <i>Cabot</i>		Dr
	To 56½ lb Candles from	[£]2..7.. 1	
	Howland		
	To 169 lb do from	} as p Bill	7.12.. 9½
	Robeson		
	To 46 lb Sope		
	from do		
	To 13 bus Pease from	}	5.14.. 0
	R Saltonstall		
	To 300 bunches Onions	}	3.15.. 0
	from A Beebe		
	To 1 bus corn ½ bus do	}	0.15.. 0
	½ bus do		
	To 3 bus ditto @ 3		0.18.. 0
	6 bus p Rice 3/		
	To 27 lb Butter 27/ & poul-	}	3.11.. 0
	tery from Ezekeil Fox		
	To 1 firkin butter	}	@ /10
	89 lb		
	To 1 ditto 76		
	To 1 Tub hogs Lard 49 lb		1.. 8.. 7 [107.. 6.6½]
	@ 7		
	To 3 Doz Wine		5.. 8.. 0
	To 1 Demi John Wine		2.. 8.. 0
	To 105 lb Mutton at		1.. 6.. 3
	Stonington p Hinmans		} 9.. 2.. 3
	Bill		
Aug 3	To 2 boxes Claret	}	18..-.. -
21	To 2 boxes ditto		
		@ 90/	
	To 2 bar Sugar	}	@ 61/
	2.. 3.. 2		
	<i>Cabots Prize</i>		7.. 6.. 3
Augt 3	To 12½ Cheese	} 422 lb @ 16	£ 10.. 11.. 0
	18½ ditto		
	26 ditto		
	15 do		
14	14 do		
21	336 lb do		

Augt	3	To 1 gal Melasses	} 116½ /3	[£]17.. 9.. 6	
		1½ Gal do			
		½ do ½ do			
16		1½ do ½ do			
21		111 Gal ditto			
Augt	3	To 6 lb Coffee	} 202 lb 1/	10.. 2.. 0	
		To 8 lb ditto			
14		To 4 lb ditto			
16		To 4 lb ditto			
21		To 180 lb ditto			
		pd for Soft Bread	.. 4.. 0		
		To 1 bundle Hay 610 a4/	1.. 4.. 0		
		To 10 sheep a9/	4.. 10.. 0	[1335.19. 0½]	
		To Guy Richards Bill for	} 5.. 12.. 0		
		Wine &c			
		To Noble Hinmans Bill	} 3.. 8.. 6		
		boarding Lieut			
		Thos Weaver			
		To Thos Miners Bill for	} 2.. 6.. 8		
		Vinigar			
		To Jas Penemans Bill for	} 2.. 14.. 1		
		Poultry			
		To Roger Gibson Bill for	} 2.. 2.. 0	[21.. 17.. 3]	
		Crockery			
		To Jas Penemans Bill for	11.. 17		
		Loaf Sugr &c			
Augt	7	To pd Wheeler Brown for	} 2.. 17		
		Passangers p Capt			
		Hinmans order			
15		To pd Daniel Latham for	} 2.. 8		
		Pilotage			
		To pd do for	} 3.. 0.. 0		
		ditto to N.port			
		To 6 ps Red Cedar			
		To 138 Yd Tickling	} @ 2/4		
		burge			
		To 1 Reem paper	15		
		To 1 Qr ditto do	} 1 8	0.. 16.. 8	
		the Doc			
		To 4 Cords Wood a 12/	2.. 8.. 0		
		To pd William Brooks the	} 68.. 17.. 9½		
		butchers Bill			



NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONTINENTAL BRIG *Cabot*  
FOR 1776—[continued]

1776		The Brig <i>Cabot</i>		Dr
[Augt 15]		To Jona Starr's Bill for } Wine &c }		[£]10.. 5.. 0
				[1471. 11.. 9]
June 28		To 1 barrel } tallow 212 }	434 @ 8d	
Augt 7		To 1 barrel } ditto 222 }		14.. 9.. 4
June 28		To 1 bar pitch }	1½ bar 30/	2.. 5..
Aug 7		To ½ bar ditto }		
		To Use of Scow in } Landing Stores & } carring of stores }		1.. 4.. 0
		Water &c }		
		To Storage Stores Cables		
		&c		3.. 0.. 0
		To Warfage Brig Guns &c		3.. 0.. 0
		To 3 Days Use fall Blocks }		1.. 10.. —
		Capstern Kettles &c }		
				8. 14.. —
		To 3 Days Stage 2/		6.. —
		To 88 lb Oakham from R		
		Mumford		1.. 3.. 4
		To 386 ft pine boards }	@ 1d	2.. 0.. 6
		To 100 ft ditto }		
July 8		To 5¼ Gal Oile }	7/6	2. 10.. 7½
30		To ½ Gal 1 Gal do }		12.. —
		To 6 Kegs Lampblack @ 2/		1.. —
		To 2 Small Kegs do /6		
		To Rus Hubbards Bill Ship		
		Chandler Stores		3.. 8.. 7
		To Jas Owens Bill for paint &c		1.. 4.. 6
		To ditto Bill for Lampblack &c		3.. 8.. 6
		To John Ways Bill Cooper		1. 14.. 1
		To ditto Bill for do		2.. 7.. 1
		To 20 feet plank for the Boat		0.. 3.. 4
		To 3 Qr Cask Iron Bound		
		for Rum 15/		2.. 5.. 0
		To 28 Sq Glass 10 by 8 @ 7d		0. 16.. 4
		To pd Clark Elliotts Bill		1. 18.. 6
		To 20 lb 20d Nails @ 1/		1.. 0.. 0
		To 1 Sett Coopers Tooles as p Bill		2. 19.. 6
		To 1 lb 4d Nails		0.. 1.. 6

	To David Gardiners Bill	1.. 3.. 8	
	To Nathan Baleys Bill	5.. 0.. 1	
		[1531.. 4.. 2]	
Augt 21	To Joshua Starrs Bill	4.. 9.. 2	
	To pd John Owens Bill for a House Randezvous }	5. 16.. 8	
	To James Tilleys Bill	64. 16.. 4	
	To Samuel Latimers Bill	11.. 1.. 9	
	To 3 Double Headed Shot Wt 27		
	To 22 Hand granadoes 1..2..25	18/ 1. 15.. 4	
		1..3..24	
Augt 30	To pd Robt Holladay the ballance of his Wages as p accot & Rect }	5.. 4.. 2	
	To pd Davd Roberts the Gunner as p Rect }	6.. 0.. 0	
	To paid John Cole a Sailor Capt Hinman Shipt in N London }	2.. 0.. 0	
	To pd Lewis Riding	1.. 0.. 0	
	To 1 p Shoes 8/, Shirt 14/6, deld ditto }	1.. 2.. 6	
	To Cash deld do 24/, Cash 6/ }	1. 10.. 0	
	To pd Charles Dents the ballance of his Wages on board the <i>Cabot</i> p Capt Hinmans Order }	17. 14.. 10	
	To 3 bar beef from the <i>And Dorias</i> Prize }	7. 10.. -	
	To 1 Shirt & pr Shoes deld Jas Lesbeth Sik at Cloe Coits }	1. 10.. 6	
	To pd Oliver Smith for boarding Charles Dent }	4. 16.. 9	
	To pd Ephr Miner the ballance of John Sterlings Wages }	11. 18.. 1	
	Carried forward	1677. 10.. 3	
1776	The Brig <i>Cabot</i> Elisha Hinman Esq Com- mander	Dr	
Nov	To Sum brot forward	1677. 10.. 3	
	To Advance John Dunlap &c	4. 16. 00	
	To Advance Peter Richards	27. 18 -	

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONTINENTAL BRIG *Cabot*  
FOR 1776—[continued]

1776	The Brig <i>Cabot</i>	Dr
[Nov]	To Advance Guy Brooks	9 - -
	To do to Sund people as p Accot	33 - -
Dec	To do to ditto as p ditto	38.. 8 -
	To Capt Hinmans Bill	49. 12.. 10½
	To Advance Guy Brooks	6.. 4.. 4
	To Advance Sund Sailors } as p Accot	67. 16.. 6
	Coppy Gave in To Capt Hinman Decr 30 1776	£1914.. 5. 11½
	To paid Jona Chester for } Load ballast omitted }	1. 10.. 0
	To 28 lb White Line 1.. 17.. 6	
	To 7 ton & 14 lb Pigg Iron 56.. 1.. 0 as p Capt Hinmans Vandue Bill	57. 18.. 6
	To pd Edmond French the ballance of Ephraim Goldsmiths Wages	6.. 5.. 0
	To Amo Charges of the Sick &c as p Accot }	97.. 11.. 10
	To pd John Owen the ballance of Joseph Antoneys Wages }	8.. 15.. 3
		£2086.. 6.. 6

1. Nathaniel Shaw Papers, Ledger 9, 1-6, and Ledger 39, 14, 22, YUL. This account is a composite from both referenced ledgers.
2. Undated; placed at end of year by the editor.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONTINENTAL SHIP *Alfred*  
FOR 1776<sup>1</sup>

[December 31, 1776]<sup>2</sup>

1776	Ship <i>Alfred</i>	Dr
Apr		
10	To Cash deld Commadore for 2 Sailors	£0..12.. 0
	To do the ditto Recd of Capt Harding	3.. 0.. 0
	To do deld ditto for a Sailor	1..16.. 0
	To do advanced John Winter of the <i>Alfred</i> } as p ord in favr Thos Miner being Sick } at his house }	2.. 0.. 0
	To do advanced Wm Hambleton of the <i>Alfred</i>	0.. 3.. 0
	To do do George May of do	2.. 8.. 0
	To 1 p Shoes do Samel Fearguson of the <i>Provi-</i> } <i>dence</i> }	0.. 7.. 0
	To 1 p do do Samel Williams of the <i>Alfred</i>	0.. 7.. 0
	To Sundries advanced a Number of Invalids } to Inable them to go to Providence as p } Rect }	18..15..11
	To Cash deld Hambleton & McNeil to bear } there expences to Providence as p Rect }	15.. 0.. 0
	To Cash & sundries advanced a Number of In- } valids to sett out with Jones in the Sloop } <i>Providence</i> to Providence as p Rect. }	15.. 1.. 4
	To 2 p Shoes deld John Gaillard in the } <i>Columbus</i> }	0..16.. 0
	To Cash advanced ditto	3.. 6.. 0
	To ditto advanced ditto	3..12.. 0
	To 1 Shirt deld Wm Brooks of the <i>Columbus</i>	0..14.. 0
	To 1 do to Jos Gordon of do	0.. 7..10
	To 1 do to Wm Stewart of the <i>Andr Doria</i>	0.. 7..10
	To 1 do to Jas Williams do	0.. 7..10
	To 1 p trouser to Richd Owen do	0.. 7.. 3
	To Cash advanced James Robeson of } the <i>Alfred</i> a Marine }	5..14.. 0
	To 1 p Shoes to Wm Brooks <i>Columbus</i>	0.. 8.. 0
	To Cash to Will Peirse of do Sailor	0..18.. 0
	To do to Ed Balerige <i>Alfred</i> do	0..18.. 0
	To p Shoes to do	0.. 8.. 0
	To advanced Sundry Invalids to go to } Providence with Spooner as p Rect }	7..17.. 6
	To advanced Richd. Steward Sailor <i>Columbus</i>	0..12.. 0
	To do Walter Spooner	5..10.. 0

NATHANIEL SHAW, JR.'s ACCOUNT AGAINST THE CONTINENTAL SHIP *Alfred*  
FOR 1776—[continued]

1776	Ship <i>Alfred</i>	Dr
[Apr]	To do Gideon Whitfield	4..10.. 0
[10]	To do to ditto	1..10.. 0
	Carried over	£97..14.. 6
	The Ship <i>Alfred</i> to sum brot over	97..14.. 6
	To Cash advanced Joseph Crage of <i>Alfred</i>	0..14.. 0
	To ditto to George Robeson of <i>Providence</i>	0..17.. 4
	To Sundry Slops taken out of the Bomb Brig as p Accot	86..16.. 6
	£ 108..9..4 Phila Cury	
	To 66 bus potatoes @ 1/6	4..19.. 0
	To 6 boxes Candles Amo	11..16..10
	To 701 Gal Rum Amo	106.. 1.. 0
	To 578 Gal Melasses @ 3/	86..14.. —
	To 1702 lb Coffee 1/,	85.. 2
	To pd John Braddick's Bill assisting the Schooner with Prissioners to Norwich.	1.. 4.. 0
	To pd John Griffing Piloting do to do	1.. 0.. 0
	To pd Braddick for Passage of 4 Prissioners up to Norwich	0.. 5.. 0
	To pd ditto going up to the Govr with an express p commodors order	0..12.. 0
	To pd the Butchers Bill for Fresh Beef from April 10th to 25th	140.. 6..11½
	To pd the Baker for soft Bread	1..12.. 7½
	Carried over	£625..15.. 9
1776	The Ship <i>Alfred</i> to sum brot over	625..15.. 9
Apr	To 109 feet pine plank @ /2	0..18.. 2
	To 6 qt Spirits Turpentine	0..12.. 9
	To 5 Days Scow Hire in Stocking Shott holes &c	0..15.. 0
	To 90 feet boards of arm Chest	0.. 7.. 6
	To John Bolles the Smiths Bill	0..12.. 0
	To pd John Champlen for mending the Boatswain call	0.. 6.. 0
	To pd Samel Latimer the Smiths Bill	2..18.. 8
	To pd do for ditto	0..18.. 0
	To pd Davd Gardiner for 26 feet Oars	0.. 6.. 6
	To pd John Coles Wife the ballance of his Wages as p accot	9.. 9.. 4
	To pd Mich Melallys Accot against Govr Brown, Babbage Erving & Servents &c —	35.. 0.. 1



To pd Jas Holts Accot being ballance his Wages	6..12.. 4
To pd Jona Maltbie the ballance of his Wages as } pr accot	46.. 6.. 0
To pd Peter Holt ballance of his Wages p Accot	10.. 4.. 2
To pd John Chester ballance of his Wages as p } Accot	9..18..10
To pd Wm Fagan ballance of his Wages as p Accot	6..10.. 8
To pd James Palmer ballance of his Wages as p } Accot	9.. 4.. 3
To pd Geo Colfax ballance of his Wages as p Accot	13.. 6.. 8
To pd Alex Adams ballance of his Wages as p Accot	24.. 6.. 4
<hr/>	
	£804.. 8..11

1. Nathaniel Shaw Papers, Ledger 39, 1-3, YUL.

2. Undated; placed at end of year by the editor.

### NARRATIVE OF MAJOR GENERAL HENRY CLINTON<sup>1</sup>

[November 26 to December 31, 1776]

On the 26th of November Sir William Howe delivered to me his final instructions, to proceed to Rhode Island "and in conjunction with the officer who should be appointed to command the naval part of the expedition, to make a descent on that island in the most effectual manner for the full possession of it, and for the security of the town and harbor of Newport; and to take such other posts as should be necessary for its preservation, and for other purposes I might judge expedient for the advancement of His Majesty's service and for distressing the enemy."

Accordingly we sailed from New York on the 1st of December with two brigades of British and two of Hessian troops, under convoy of a squadron of His Majesty's ships commanded by Commodore Sir Peter Parker; and on the evening of the 7th we anchored in Weaver's Bay on the west side of that island. The Troops being disembarked the next morning without the least opposition, Major General Prescott [Richard Prescott] with the grenadiers and light infantry, was immediately sent forward with a view of intercepting a body of rebels who had fled from the works in and about Newport toward Bristol Ferry, and Lieutenant General Earl [Hugh] Percy followed at the head of the heavy battalions to sustain him; but the rebels, who retired with precipitancy, had abandoned their fort at the ferry and crossed over to the continent before the King's troops could overtake them, so that only two pieces of cannon and a few prisoners fell into our hands. A battalion had been also detached to take possession of Newport, where we found some artillery and stores which the rebels had not time to remove. But the most material prize unluckily escaped us, as the rebel privateers under Hopkins, consisting of three large ships and several other armed vessels, had run up Providence River on the first appearance of our fleet.

The facility with which we had obtained this important acquisition might have tempted me to have proceeded further. But I was aware of the great risk I should run should I place large waters between divisions of my little army at that time of year in so rigorous a climate, wherein a violent snowstorm or frost, catching me suddenly in the midst of a move, might have put it out of my power either

to advance or fall back. For, though report magnified the number of the rebels collected at Providence and Bristol to several thousands, yet, as I knew they were mostly militia except two or three artillery companies, no apprehension from them would have withheld me had the season been less critical. These considerations induced me, therefore, to lose no time in putting the troops under cover and laying in magazines of fuel, which the severity of the cold began already to make necessary.

1. Manuscript history of the Revolution by Sir Henry Clinton, CL.

### JOURNAL OF BARTHOLOMEW JAMES <sup>1</sup>

[On board the Prize Sloop *Colonel Parry*]

[New York, November 29 to December 31, 1776]

Here commences the most agreeable time I have experienced during my servitude as a midshipman, as I was in possession of almost every luxury of life, without one anxious care, one unhappy moment to embitter it. I had a most elegant cabin with a comfortable stove, and the additional happiness of seven messmates who was in some of the other prizes, where, solely clear of all the little snubs we are so accustomed to in the navy, we smiled at fortune and defied its frowns.

The 29th, the *Orpheus* sent in a sloop with cordage and canvas; December 2nd, one with sugar and rum; the 5th another with flour; the 10th, a schooner with pepper and sugar; the 12th, a brig with tobacco; and on the 14th <sup>2</sup> arrived with two sloops with bread and flour. Several of my messmates were immediately ordered on board, while from great good fortune I remained with the charge of the prizes; and as some of our orlopian manoeuvres were not a little various, I shall mention a few of them.

Among the innumerable good things I was in possession of, there was on board one of the prizes three cases of the best Bordeaux claret, which Captain [Charles] Hudson <sup>3</sup> had directed to be sent to him and Captain [St. John] Chinnery of the *Daphne*. We were keeping as usual Christmas Day, and were desirous to drink good wine; we therefore drank the three cases out, and the following day filled them with claret of a very inferior sort out of the casks, corking them with the same long corks, and sealing them all over with a deal of attention and care; which answered every purpose, as the captains, on drinking the wine, observed, 'It might be very good claret, but for their parts they found very little difference in that and the cask claret.' The second business we performed was taking the limes out of sixteen casks, and after heaving water and rotten limes among the stuff they were packed in, reported them all unfit for use to the captains, who, lamenting the loss, observed, 'It was generally the case with fruit that had remained any time in the ship.'

Thus we passed our jovial days, till in an evil hour our summons came to join the ship, and I do not remember a greater change than to be transported in a second from those luxurious scenes to a cold, distressed midshipman's habitation, and to be subject to the variety of causes that make them lead an unpleasing life.

1. Laughton, ed., *James' Journal*, 37-38.

2. H. M. S. *Orpheus* actually arrived at New York on December 18. Journal of the *Orpheus*, PRO, Admiralty 51/650.

3. Captain of the *Orpheus*.

JOURNAL OF H. M. S. *Phoenix*, CAPTAIN HYDE PARKER, JR.<sup>1</sup>

December 1776 –

Sandy Hook No 5W Distance 50 Leags

Tuesday 31st

7 AM out Reefs

Fresh Breezes & Cloudy at 2 P:M set Topgt & Studing sails and gave Chace to a Sail to the Westward at 7 Fir'd a 6 Pr & brot too the Chace, A Sloop from Demerada [Demerara] bound to New London<sup>2</sup> sent a Midshipman & five Men onbd At 9 Sounded 18 fm fine White Sand Wore Ship and made Sail

1. PRO, Admiralty 51/694.

2. Sloop *York*, Samuel Talman, master, from British Guiana, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.CAPTAIN GEORGE COOK TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Hond Gent.

Philedelphia December 31st 1776 –

I wrote you on Tuesday last, and since that time the greatest part of the people I brought here is inlisted in the Land Service for the sake Of the Twenty dollars Bounty, and gone to the Camp. those who were Sailors have enter'd in Merchantmen Wages being Extravagently high – Since our Arival here have been helping to fitt out the *Deleware* two days past, Mr Morriss [Robert Morris] desired we should repair on board of one of the row Gallies & follow that part of the Army thats gone into the Jerseys. We made the Attempt but the Ice prevented us from proceeding, upon which we were oblided to return, I have used every persuasive Argument in my power to keep them together but they Complain of the want of Cloths and off their time being Expir'd, I have not over twelve men with Officers that is now willing to go to Camp; I informed Mr Morriss a few days agoe of my Peoples [e]ntring and going off, as there was no Immediate Call at Philedelphia, I wanted permission to return to the Ship with what men I had left,<sup>2</sup> he did not approve of it but signifies what did not return to Advertise, I shall at my return give you a list of those who are gone and those who returns with me – I confess had I Known we was to have had a Winters Campaign I would have provided Cloths for them – all that I Expected was to have done what was in my power for the present occasion, & to have return'd to the Ship in a Short time; agreeable to your Instructions I wait the Pleasure of the Congress or Marine board to return, or your orders for that Purpose, yesterday there was 950 Hessens come to this Town, Prissoners Exclusive Commissioned Officers & it is reported since there being taken there is about 300 men with a Hessi[a]n Brigr Genl made Prissoners. I am Hond Gent [&c.]

Geo: Cook

1. Red Book, XIII, Md. Arch.

2. One of those who stayed with Captain Cook was Dr. Nathan Dorsey, who presented a bill to the Council: "Decembr 31, 1776 To My boarding at Philadelphia as Surgeon to the Ship's Company 12 Days at 5/. pr Day 3-0-0," Revolutionary Papers, Box 2, Folder 1, Md. Arch.



Octor	7	"	do	"	John Taylor for Cleang arms	2.16..6
	"	"	do	"	Mary Manna for makg An Ensign	1.15..-
	"	"	do	"	Sawing & Splitting 5 cord wood	2.5..-
						9.9...3
	12	"	do	"	Portage of sundries	1.12..4
	"	"	do	"	Henry Linch for 20 Bushls potatoes	3.10..-
	19	"	10 Hammocks @			
	21	"	Cash paid	William Shute for 3 boxes Candles	5.12..6	
	"	"	do	Henry Lisle for 9 bars Ship & 2 bs pilot bread	12.18.10	
	"	"	do	Philip Flick for toasting bread	1.15..6	
	"	"	do	James Allenby cooper's bill	15..6	
						21..2..4
	28	"	do	James Hann for repairing compasses	7..6	
Novemr	6	"	do	Thomas Hollinsworth for 47 bars bread	37.12..9	
	"	"	do	Philip Hall & Co Butchers bill	78.19.10	
	23	"	do	Anthony Morris Brewers bill		
	15	"	do	John Appowens sailmakers bill	116.12...7	
	31	"	do	Selwood Griffins bill	20.16.-	
Decemr				Amot Sundry Ship Chandy comprehending Boatswain, Gunner, Carpenter, Stewards Stores &c	20.10...9	
					6..1.10	
					134..0...2	
	"	"	Amot Sundry Cordge wte 6..2..12 @	C qr lb		





[illegible]

1. Woodhouse Collection, HSP.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] December 31st, 1776.

Mr. [John Maxwell] Nesbitt was directed to pay Dunn & Hale £ 5 4 0, for 208 feet of oars for the floating Battery *Putnam*.

Mr. Nesbitt was directed to pay Robert Fitzgerald £ 11 2 0, for sundries for Armed Schooner *Delaware*, to be charged to this State, & £ 5 9 4 for port Fire Stocks, &ca., to be charged to Congress.

1. *Pennsylvania Colonial Records*, XI, 68, 69.

MASTER'S LOG OF H. M. S. *Roebuck* <sup>1</sup>

Decr 1776	Cape May SBE $\frac{3}{4}$ E 1 mile
Sunday 29th	at 12 Clear'd the Prize sloop & turn'd her adrift after Scuttling her,
Monday 30th	AM at 8 Anchor'd in 7 fath in Old Kiln Road, The Light house SbE $\frac{3}{4}$ E 1 mile from the Beach, at 10 Sent an Officer a shore with a flag of Truce First part Modt & fair latter fresh gales & fair P.M. at 1. the Flag of Truce return'd at 3 Sent some prisoners on shore at 4 Sent the Pilot to Assist the <i>Pearl</i> in the Offing at 11 a Boat came with some fresh stock from the Shore at 12 the <i>Pearl</i> Anchor'd here.
Tuesday 31st	A M. at 7 a Boat with stock came of[f], at 8 Employd in sending the Cargo of the sloop that was Scuttled on Board of the Brig First and latter fresh gales and fair P.M at 3 Saw a Sail in the Offing and made the <i>Falcon's</i> Signl to chace, soon after she weigh'd and made sail, at 7 heard the Report of two Guns in the offing at 9 the <i>Falcon</i> return'd with a brig from Hispaniola

1. PRO, Admiralty 52/1965.

JOURNAL OF H. M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE <sup>1</sup>

Decr 76	At single Anchor under C: Henlopen
Tuesday 31st	At 4 AM Out 1st reef of TS. Bore away. At 6 Shorten'd Sail & brought too on Larbd Tacks. At 7 Wore Ship. Made sail. Lt house 3 or 4 Leags At $\frac{1}{2}$ past 9 Came too under C: Henlopen with the Bt Br in 6 fm veer'd $\frac{1}{2}$ a Cable. Lt house SE $\frac{1}{2}$ E 4 miles. Found here H: Maj's Ships, <i>Roebuck</i> & <i>Pearle</i> with a Brig a Prize. Bent a new small Br Sent the 12 Rebels ashore. Light Winds & Cloudy. At 3 PM Saw a Sail in the East. At $\frac{1}{2}$ past 4 weigh'd & Came to sail under single reef TS Pr Order. Gave Chace to the Sail At $\frac{1}{2}$ past 6 fired 2 Six Pounders shotted at the Chace to bring her too which we did. It was the brig <i>Kitty</i> belonging to Philadelphia from C: Fran-

cois, with Rum, Molasses &ca &ca sent a Lieut Midshipman & 3 Men on board her. Bore away for C: Henlopen. At ½ past 8 Came too under C: henlopen with the small Br in 6 fm veer'd ½ a Cable. Anchor'd also the Brig Lt house SSE 4 Miles.

1. PRO, Admiralty 51/336.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND<sup>1</sup>

[*Roebuck*, off New York and in Delaware Bay,  
November 25 to December 31]

1776

Novr 25th

The Rebel army being in a manner broke up & dispersed, The two Forts in the North River taken, and Lord Cornwallis in the Jerseys driving the Enemy every where before him, The service for all the Ships in the North River became unnecessary: The *Roebuck* was therefore ordered to join the Admiral at New York. This was a measure so perfectly agreeable to me after so long a confinement in the River (wch became intolerably tiresome after the Army left us) that no time was lost in obeying the order; and except stopping to sound the channel where the Enemy had sunk their Vessels & Machines, and just taking a look at the Forts that had so much annoyed us on our passage up the River, I delayed not a Moment untill I dropped my Anchor close to the Admirals Ship at New York; and having hitherto defered heeling the Ship, least the Enemy should have imagined they had done us much mischief, I took the opportunity of doing it the next day, when to my great astonishment I found two Shot had pierced the Ships side full four feet under water. This had been done from the Jerseys side, where the Guns were 32 pounders placed full 300 feet above the Water.

27th Novr  
New York

The great success the Rebel small Privatiers had met with last winter, flattered the congress so much that they began to conceive ideas of becoming formidable at Sea; and Mr Adams [*sic*], in his pamphlet of *Common sense*, having shewn the Americans how easily they might establish a Navy, orders were given as early as March last for building 13 Frigates of 32 Guns each, which were to be immediately followed by as many to carry 44. The first Number were actually built in different Ports on the Continent, and some of them being said to be nearly fit for sea, the looking after them became now An object of the Admirals attention, and therefore stationed his Ships in the way he thought most likely to fall in with them in case they should put to sea. Several of them being said to be ready to sail from Philadelphia, and General Howe not having entirely layed aside the design of attacking that place this year; but was pushing his Troops on to the banks of the Delaware, in order to see how such a measure would operate on the Minds of the Rebels when they saw their principal City in danger; Lord

*Roebuck*  
*Pearl*  
*Perseus*  
*Camilla*  
*Falcon*

1776

Decr

---

 Delaware  
 Bay.

Howe gave me the Command of 5 Ships to cruize off that Port; as well to intercept their armed Vessels & supplys, as to be ready to cooperate with the General Lord Cornwallis in the Delaware in case he should resolve on crossing the River & Attacking the Town of Philadelphia. I recieved this honorable mark of his Lordships kindness to me on the 1st of Decr and after waiting a few days to take in Stores & Provisions I left New-York the 5th and arrived on my Station the 7th following; where I placed the Ships in the way I thought most proper for blocking up the Port: which having two channels into it, was guarded chiefly by the *Falcon* in one, & the *Roebuck* in the other; while the other Ships were cruizing off at a little distance on each side. By this disposition it was scarcely possible for any Vessel to get in or come out: nor did I hear that any more than 2 Vessels escaped us during the whole time we continued there which happened in a fogg: So that not withstanding positive orders had been given from the Congress for three of the Frigates to sail; and being Short of seamen they had directed the Captain of the Frigate at Baltimore to bring all his Men over land to put on board the ships at Philadelphia, where they actually arrived; yet, upon finding the Port was stoped up, they gave over their design, and ordered the Baltimore Captain & his Men back again.

Soon after my Arrival in the Delaware I began a Negotiation to establish a Cartel for the exchange of Prisoners, which although I did not effect untill the 3d Jany Yet as I frequently sent my boat ashore with a Flag of Truce on that business, I was not at all dissatisfied with the delay; as it not only gave me an opp[o]rtunity of distributing the Commissioners proclamations among the People of the lower Counties (who I found were at least three to one in favor of Government, of which I gave the Admiral & General the fullest information) but it also furnished me with the News of every thing that the Rebels were doing at Philadelphia.

All the month of December passed without hearing any thing from Lord Cornwallis or from General Howe, but from my other intelligence I learnt that the former was gone to his winter Quarters at Brunswick: and that a Brigade of Hessians which he had left as an out guard near Trentown on the Delaware, under the Command of Colonel Rhole [Johann Rall], had been surprized by the Enemy; and that 700 Men, with all their Baggage Camp Equipage & several Feild Pieces had fallen into the Rebels hands. A most sad blot! This unfortunate piece of misconduct of the Hessian Colonel's, being the only circumstance in favor of the Rebels during the whole Campaign, General Washington published an account of it, which, though much embellished, yet was not greatly exaggerated; any further than by saying it had been effected with



much fewer Men on his part than was actually there. The circumstances of the Number taken Prisoners, and the artillery & stores which had fallen into their hands, was pretty fairly stated, in order to regain a credit with the Publick, which they had before entirely lost: For as the Press at Philadelphia is altogether in the hands of the Congress, the news papers had constantly related the great successes their army had gained over the British & Foreign Troops in every action in which they had been engaged during the whole summers Campaign: and when at the end of it they found how much they had been deceived, & kept in ignorance, and that General Howe was marching on towards the City, Parties run so high there, that it was with the utmost difficulty they could keep the inhabitants quiet: and nothing can be more convincing of the general consternation they were in, and the danger they thought themselves exposed to at that time, than the Proclamations they published, and the rewards they offered for Men that would enlist only for one Month to defend the city, assuring each Man that he should be provided with a Blanket & shoes & stockings: at the same time giving authority to the officers to press for those articles wherever they could be found. To which I may add, the abdication of the Congress, who all retired to Baltimore, where they kept a ship ready to carry them off. It is therefore much to be lamented that this favorable moment had not been embraced, which in all probability would effectually have put an end to this terrible war; or at least prevented their ever raising another Army; and nothing I believe prevented the General from doing it but the difficulty of crossing the River so late in the Season.

1. Hamond, No. 6, UVL.

#### JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Baltimore] Tuesday, December 31, 1776

An appeal being lodged against the judgment of the court of admiralty for the state of Rhode Island and Providence Plantations, on the libel, Eseck Hopkins *vs.* Richard Derby:

*Ordered*, That it be received, that it may be prosecuted before the committee on appeals.

1. Ford, ed., *JCC*, VI, 1058, 1060.

#### LUX & BOWLY TO DANIEL OF ST. THOMAS JENIFER<sup>1</sup>

Sir,

Baltimore 31st Decemr 1776

We made the Cable agreeable to your order and had it down upon the Wharf, but the Congress having taken [Larkin] Hammonds Schooner for some dispatches,<sup>2</sup> seized upon the Cable for him, as she is to sail immediately and we cannot make another for some days – Dont blame us for this, We really cannot help it – We

I N C O N G R E S S .

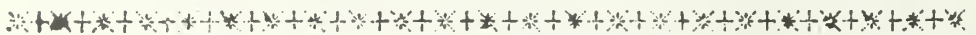
D E C E M B E R 31, 1776.

RESOLVED,

**T**HAT any Restrictions heretofore imposed upon  
the Exportation of Staves, or other Lumber,  
except to Great-Britain, Ireland and the British Islands,  
or any Place under the Dominion of Great-Britain, cease.

*By Order of Congress,*

JOHN HANCOCK, *President.*



Baltimore: Printed by JOHN DUNLAP.

have sent the other Riging you ordered and will make the Cable as soon as we possibly can & forward it to Annapolis – We are Sir [&c.]

Lux & Bowly.

1 coil 2¼ inch	}	2 . . 0 .	15	
2 coils Ratline				
2 Ps 3 inch		2 . . 2 . .	1	
		<hr/>	4 . . 2 .	16

1. Red Book, XVII, 86, Md. Arch.
2. The schooner *Jenifer*.

TRIAL AND CONDEMNATION IN MARYLAND ADMIRALTY COURT OF THE PRIZE SHIP  
*Lydia* <sup>1</sup>

Baltimore County ss At a Court of Admiralty held at the Court House in Baltimore Town the 31st day of December 1776 for the State of Maryland

Present the Honble Benja Nicholson Esqr judge

The Schooner *Harlequin* James Handy Commander

agst

The Ship *Lydia*/Thomas Dean Commander

Libell filed

11th Novr [*sic*

December] 1776

Monition iss[ue]d

Same day

Register filed <sup>2</sup>

Schooner *Harlequin*

vs

Ship *Lydia*

By Interrogatories the Examination of James Handy  
Master of Schooner *Harlequin*  
in Open Court this 31st Decr by the Judge as follows –  
Vizt

Question did you make Prize of the Ship *Lydia* Commanded by Thomas Dean on the high Seas

Ansr – he did

Question did you take the Register of the Ship *Lydia* now in Court aboard her at the time you made Prize of her and was it then produced to you as the Register of said Ship

Ansr – it was –

Question was there any other papers taken on board the Ship *Lydia* at the time you made Prize of her

Ansr – No – that the Captain Dean informed him he had thrown all the Other papers overboard

Ja Handy

By Interrogatories the Affirmation of Thomas Dean Captain of the Ship *Lydia* in Court.

Question is the Register of the Ship *Lydia* now in Court the proper Register of said Ship

Ansr – it is the Present Register of the Ship *Lydia*

Questn has the property of the Ship *Lydia* been changed since the taking of said Register & before the Capture

Ansr – She has not

Question is there no Other papers belonging to the Ship *Lydia*

Ansr he had but threw them overboard  
 Question in whom was the Property of the Cargo on board the Ship *Lydia* at the time of the Capture  
 Ansr the Property of Sundry Subjects of the King of Great Britain and Inhabitants thereof but their names he Cannot recollect.

Tho<sup>s</sup> Dean

Court Adjourns till tomorrow Morning 8 OClock

Court met According to Adjournment

Present as on Yesterday

Condemnation entered

day of Sale Ordered to be on Thursday the 9th of Janry 1777

1. Interrogations are in Admiralty Court Papers, 1776–1781, Box 1, Folder 4, Md. Arch., and remainder of entry in Minutes of the Court of Admiralty, 1776–1778, Md. Arch.
2. The register was entered at Liverpool, November 25, 1775, and showed that the *Lydia*, 150 tons, was built in Philadelphia in 1771. Admiralty Court Papers, 1776–1781, Box 1, Folder 3, Md. Arch.

*Maryland Gazette*, JANUARY 2, 1777

Baltimore, December 31, 1776.

Two Hundred and Sixty Pounds Reward.

Made their escape on the night of the 29th inst. from the prison of Baltimore, the six following prisoners, enemies to the United States, viz.

William Goodridge and Bridger Goodridge,<sup>1</sup> both born in Virginia, and two of the most noted traitors in America; being both partisans of lord Dunmore, and very active agents for him in all the piracies and depredations committed by him in Chasapeake Bay.

William Goodridge is a well made lusty man, about 34 years of age, about 5 feet 8 or 9 inches high, stoop shoulder'd, smooth faced, full eyed, and sometimes looks redish about the eyes, generally wears short light or yellow coloured curly hair. He got a black coat made before he escaped from prison, but had a dark brown coat before.

Bridger Goodridge is about 5 feet 10 inches high, stoop shoulder'd, a genteel well looking young man, about 24 years of age, of a daring bold countenance, light colour'd hair, his face a little freckled

Kenneth M'Donald, Alexander M'Cleod, Daniel M'Cleod, and Murdock M'Castle, four of the Scots tories, belonging to North Carolina.

Kenneth M'Donald is about 5 feet 7 inches high, 30 years of age, wears his own hair black and long, generally tied behind; had on a blue coat and breeches.

Alexander M'Cleod, about 30 years of age, 5 feet 10 inches high, with short black hair, a light blue coat, other dress unknown.

Daniel M'Cleod, about 23 years of age, middle size; had on a blue coat.

Murdock M'Castle, about 28 or 30 years of age, 5 feet 8 inches high, a slender made man, had on a green coat, other cloaths uncertain.

Whoever apprehends any of the said persons and delivers them to the committee of Baltimore, shall receive for William and Bridger Goodridge, One Hundred

Pounds current money for each, and for each of the others Fifteen Pounds current money.

1. The name was Goodrich; two sons of John Goodrich.

MARYLAND COUNCIL OF SAFETY TO JESSE HOLLINGSWORTH <sup>1</sup>

Sir,

We received two Letters from you, one by Mr S: Steward the other by Mr [John] Crockett. — 'tis very well, that you purchased the Brigg,<sup>2</sup> two thirds of her belongs to the State of Maryland, as also two thirds of all the other money the Prizes sold for, and so you may inform the Marshall, therefore we have sent only 2,000 Pounds Currency for her loading and Outfit, we do not expect Congress will want her, as they have wrote only for a Small armed schooner, which we have let them have. —

Get the Brigg ready, as fast as possible, and let her be loaded with best Flour, some bread, and thirty or Forty Hogsheads of Tobo, if to be got on tolerable Terms; your militia we hear are marching, but we think you ought to be excused, as you are much engaged in the Service of the State; should you go, you will leave our business we expect in good hands. —

[Annapolis] Decr 31st 1776.

1. Council of Safety Letter Book, No. 2, Md. Arch.

2. The brig *Brothers*.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Tuesday 31st December 1776. —

Present Mr [Thomas] Whiting, Mr [Champion] Travis and Mr [Edward] Archer

Ordered that the keeper of the Public Store deliver unto Capt William Skinner One Claw Hammer, one Rule, four Gimbles, one side of Pump Leather, three hundred Pump Nails one Deep Sea Line, one hand Line and six hanks of Marling for the use of the Sloop *Congress*. —

Ordered that William Holt deliver unto Capt William Skinner seven Barrels of Beef, sixteen Barrells of Bread, two Barrells of Flour, two Barrels of Peas, one Box of Candles, fifty Gallons of Spirits and fifteen Gallons of Vinegar for the use of the Sloop *Congress*. —

Ordered that Mr Thomas Archer deliver unto Capt [William] Skinner one Barrell of Tarr, seven Barrells of Pork and what Cordage he may want for the use of the Sloop *Congress*. —

Ordered that a Warrant Issue to Capt Edward Travis <sup>2</sup> for Three hundred Pounds, upon Acct, to Recruit Seamen for the use of the Navy. who gave Bond for his faithfully applying the Said Money and Rendering a Just and true and Account thereof when Required. —

Thomas Whiting 1st Comsr

1. Navy Board Journal, 147–48, VSL.

2. Galley *Manley*.



SOUTH CAROLINA NAVY BOARD TO CAPTAIN EDWARD ALLEN <sup>1</sup>

Captain Edward Allen Sir

The Commissioners of the Navy Desire that you will Immediately Open a House of Rendezvous under the Direction of a proper Officer and that you do make use of your best Endeavours to Inlist as many Seamen as will Compleat the Number allowed to the Brig *Comet*, and for their Encouragement, you are Authorized to Engage One Month pay Advance to Every Seaman that shall Enter into the Service of this state on board said Brigg for six Months

Edward Blake first Commissioner

[Charleston] 31st. Decemr 1776

1. Salley, ed., *South Carolina Navy Board*, 32.

LIBEL IN EAST FLORIDA COURT OF VICE ADMIRALTY AGAINST THE AMERICAN PRIZE SHIP *Friendship* <sup>1</sup>

[December 31, 1776] <sup>2</sup>

East-Florida ss

To the Honorable Robert Catherwood sole Judge of that Court  
The Libel of Arthur Gordon His Majestys Advocate General in and for the province of East-Florida aforesaid who for and on Behalf of Our Sovereign Lord the King in this Behalf prosecutes humbly Sheweth unto Your Honor, that a certain Ship or Vessel called the *Friendship* of the Burthen of One Hundred and Twenty Tons or thereabouts whereof Mark Powell lately was or is Master after the First Day of January which was in the Year of Our Lord One thousand Seven Hundd and Seventy Six to wit on First Day of December Instant was found on a Voyage From the port of Boston in the Massachusett's Bay to the port of Charles Town in the province of South Carolina with a Cargo of Onions Cranberries, Tobacco Apples, Cabbages and other Articles; the said Ship and Cargo being the property of some of the Inhabitants of those provinces or one of them That the same was taken on the Day above-mentioned by His Majestys armed Brigantine called the *Hinchinbrook* under the Command of Alexander Ellis Esquire and as lawful prize brought within the Jurisdiction of this Court where the same now remains under prosecution For Condemnation For that the said Ship and Cargo are of the property of the Inhabitants of the provinces of Massachusett's Bay or South Carolina or some of them, who were therewith coming From Trading and going to trade with the Inhabitants of those provinces they being Two of His Majestys Colonies then and now in open Rebellion against his Majesty and His legal Government, contrary to the Form and true Intent and Meaning of the Statute in such Cases lately made and provided. And thereupon the said Advocate General prays the advisement of this Court and that the said Ship *Friendship* together with the Cargo apparel and Furniture thereof or thereunto in any Wise belonging by the Decree of this Court May be condemned as forfeit to the Use of His Majesty as the Ship of Open Enemies in Terms of the said Statute.

Gordon Ad Genl

1. Hubert C. Smith Collection, CL.

2. Date is approximated. *Friendship* was captured on December 1.

JOURNAL OF H. M. S. *Winchelsea*, CAPTAIN NATHANIEL BATEMAN <sup>1</sup>

December [1776] Cape Nicola Mole EbN 10 Leas  
 Monday 30 PM went thro' the Turks Island passage  
 Tuesday 31 AM took an American [illegible] fm Cape Francois to Balti-  
 more sent a petty offr & 2 men on Bd

1. PRO, Admiralty 31/1067.

JOURNAL OF H. M. S. *Portland*, CAPTAIN THOMAS DUMARESQ <sup>1</sup>

Decr [1776] Wtermost part of Bonaire NEbN 2 or 3 Leagues.  
 Tuesday 31st at 11 Saw a Sail to the Noward wore Ship and gave Chace.  
 Fresh breezes and squally at 2 TKd Ship 1/2 past fired 2  
 Shott to bring too the Chace at 4 she Brot too Hoisted out  
 the yawl and sent on board her she prov'd a Schooner from  
 So Carolina bound to Curasso sent a Mate & Midshipman & 6  
 Men on board and brought her Crew on board us hoisted in  
 the boat TKd Ship and brot too her head to the Noward.

1. PRO, Admiralty 51/711.

GOVERNOR CRAISTER GREATHEAD TO LORD GEORGE GERMAIN <sup>1</sup>

Copy. Extract of a Letter from President Greathead to Lord George  
 Germain dated St Christophers 31th Decr 1776.

I have the honour of forwarding to your Lordship Copies of my Letters to the Governor of St Eustatius, his answer and my reply, with Copies of Depositions taken in this Island, respecting the flagrant Indignity offered to His Majesty's Colours, in the Publick Honour paid by the Principal Dutch Fort to an American Privateer, and the notorious assistance afforded in that Island to His Majesty's Rebel Subjects. With regard to the specifick Charge of the British Brigantine [taken] by an armed Sloop fitted out at St Eustatius, I must beg leave to refer your Lordship to the representation which you will, I presume, recive from Governor Shirley, who sent down a Letter to the Dutch Governor on this subject by Mr Forster McConnell, the Proprietor of the Vessel and Cargo; and altho I had no direct positive Evidence on Oath laid before me of the Ownership of the Privateer by Dutch Subjects, nor of the specific nature of the supplies daily sent from St Eustatius to North America (the Difficulty of obtaining which will, I flatter my Self at once suggest it Self to your Lordship) yet I hope that my Zeal for His Majesty's Service will not be found by your Lordship to have transported me beyond the strict Line of my Duty; and that as the Capture of the Brigantine was seen from this Island, the Identity of her clearly established to my Satisfaction, and the Fact of the almost daily unrestrained Commerce between North America and St Eustatius too notorious to be contradicted, I shall not fall under His Majesty's Displeasure for making my representation and remonstrance to the Dutch Governor so full.

1. Admiralteits Colleges, No. 487, Neth. Arch.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS <sup>1</sup>

Sir,

Antigua 31st December 1776. —

Please to acquaint my Lords Commissioners of the Admiralty, that on the 14th Instant; Messrs Bendall & Foster McConnell Merchants belonging to His Majesty's Island of Dominica, represented to me by Memorial; that a Vessel belonging to them had been Practically Seized the 21st day of Novemr last, between the Islands of St Christophers & St Eustatia by a Vessel under American Colours, fitted out, and said to be partly Owned at the Island of Eustatia: I therefore immediately wrote to Mynheer De Graaf Governor of St Eustatia; and inclosed Him Copy of the aforesaid Memorial, and Ordered Captain Colpoys of His Majesty's Ship *Seaford* to carry the same, and to take with him Mr McConnell (one of the Owners of the Vessel taken) down to St Eustatia; and there make the Strictest Enquiry possible, into that, and sundry other Complaints I had received, of the very affrontive partiality shewn, and the open and avowed Assistance given by the People and Government of St Eustatia to the North American Rebels. The inclosed Papers marked No 1, 2, 3 & 4 are Copies of the Letters from me and Captain Colpoys and of the Memorial sent on that occasion to Governor De Graaf; and likewise His Letters in Answer, which I request you may lay before their Lordships for His Majesty's information. I am Sir [&c.]

Jam<sup>s</sup> Young.

[Endorsed] Rd 26 Apr 1777 (4 Inclosures)

1. PRO, Admiralty 1/309.



# EUROPEAN THEATRE

*From October 6, 1776, to December 31, 1776*





## EUROPEAN THEATRE

From October 6, 1776, to December 31, 1776

### SUMMARY

American privateering ventures in European waters increased markedly during the closing months of 1776. The spiralling number of captures being made by these "rebel pirates," and their use of French and Spanish ports, deepened the concern of government and the mercantile community in Britain. All was not one-sided, of course, and newspaper accounts from the port cities also told of American privateers being taken and of numerous prizes recaptured.

The Admiralty ordered more Royal Navy ships to anti-privateer patrol duty, and convoy coverage was extended. Naval officers registered not unfamiliar complaints about the difficulties they were experiencing getting masters to conform to convoy discipline, and preventing the merchant ships from wandering off on their own.

The eagerly awaited word of the success achieved by the King's arms at the Battle of Long Island was joyously received in Britain. And, no time was lost through diplomatic channels in attempting to exploit the victory as a sure indication that the revolution would soon be crushed. In effect, Britain was cautioning her continental neighbors that it would be folly to back a lost cause either openly or covertly.

Meanwhile in Paris, Silas Deane naturally played down the impact of the American defeat on Long Island as he continued to seek munitions and all forms of material assistance. He likewise prepared articles for a proposed United States alliance with France and Spain.

The Continental brig *Reprisal*, Captain Lambert Wickes, came to anchor in the Loire River with a distinguished passenger on board, Dr. Benjamin Franklin who would join Deane at Paris. Wide acclaim and equally wide speculation about the nature of his mission greeted Franklin's arrival in France.

Across the Channel, England was watching with intent interest the sizeable French fleet assembled at Brest. George III opened the Third Session of the Fourteenth Parliament, and the North Ministry asked that "45,000 seamen, including 10,129 marines, be employed" for the next year. To meet the manning needs of an expanding sea service, the Royal Navy put a massive impressment effort in motion.

News of the destruction of the American fleet at the Battle of Valcour Island on Lake Champlain was greeted with an elation tempered by realization that the action had come too late in the season for Sir Guy Carleton to pursue his advantage this campaign.

## 6 Oct. (Sunday)

"A LETTER FROM PLYMOUTH-DOCK, DATED OCT. 6,"<sup>1</sup>

An American prize, called the *Molly*, of Dartmouth, in New England, laden with flour and lumber, and bound to Hispaniola, taken by his Majesty's ship *Galatea*, is arrived here.

1. *London Chronicle*, October 8 to October 10, 1776.

"EXTRACT OF A LETTER FROM BILBOA, DATED OCTOBER 6, 1776"<sup>1</sup>

By this time we judge the capital events of the American armies are over, and from the silence observ'd in the court of London every body imagines the King's troops have been worsted: all Europe is in expectation of what has happen'd on your side, and we in hourly hopes of some arrival, may God Almighty bring it soon and to our entire satisfaction, is the hearty wish of those that are and will be with true esteem.

We are now on the 14th inst. and your favour 22d. Aug. per Lee is come to hand, after 39 days passage, in which he took five prizes, so that he will make a fine voyage if they get in safe.<sup>2</sup> On his arrival one Mr. Gomez who receives some Newfoundlanders, applied to the Commissary to stop the vessel on account of her being an illegal privateer, and said Commissary granted it, and order'd the master to present his commission, which we had him comply with, with a proper protest and petition, insisting on his being set at liberty; upon which it was order'd that the vessel should remain until his Majesty should give instructions how to proceed about it — As soon as we heard of it, we drew out a fine petition for his Majesty and dispatched an express for the purpose, and notwithstanding the power and activity of the British Ambassador, we have obtain'd a charming order from his Catholic Majesty, a copy whereof you have herein translated into English, by which you see the point is now settled for the future, and all American vessels are allow'd to enter into our ports without distinction, whether privateers or merchantmen; on sight hereof our commissary releas'd Capt. Lee's vessel immediately, and is now getting things in order to proceed home. Some great news are just come to hand — in consequence of the express sent to Madrid we find the Commissary has receiv'd orders from his Majesty to inform Capt. Lee and all other Americans, that all their vessels, viz. privateers, and prizes will have all manner of assistance in the Spanish ports, to say they will be safe and unmolested and will be provided with every thing but the articles prohibited in such cases; in short that a strict neutrality will be observ'd by his Catholic Majesty, so that you may henceforward be quite easy and send your vessels freely, as well as prizes from any quarter whatsoever; you ought to improve this fine opening, and your worthy rulers ought to send over some body, or empower some person — We are with joy but in haste.

*A true Copy of His Catholic Majesty's Order wrote by the Marquis of Grimaldy prime Minister in Spain, to d'Manuel de Mollinado, Commissary of Marine, translated into English.*

By your letter of the 4th inst. and the testimony that accompanied it, his Majesty is acquainted with what has occurred respecting the American schooner *Hawk*, Capt. John Lee, from the time of her entry to the time of your laying her under a formal embargo by obliging her to deliver up the tiller—all at the instance of Gomez de la terre, inhabitant of your place; his Majesty has likewise seen the protest of said American captain against all the damages that might ensue:

In consequence of which, says to you, that whereas his Majesty from the great friendship he professes to his Britannick Majesty maintains a perfect neutrality in the present war – not giving to the Colonists any of those aids prohibited in like cases, so likewise it corresponds to the same neutrality not to deny them the entrance into his ports which they have always been used to enjoy, so long as they respect the territories of his Majesty in proper terms; besides the above his Majesty thinks Mr. Gomez an unqualified improper person to solicit a proceeding of the like nature. You will therefore be pleased immediately to put said American in full liberty, restoring him all his papers, and permitting him to purchase what provisions and goods he needs to return to his own country, but without assisting in any prohibited thing.

Signed,

Marquis of Grimald[i].

1. *Boston Gazette*, December 9, 1776.

2. Captain John Lee commanded the 6 gun Massachusetts privateer schooner *Hawke*, Mass. Arch., vol. 6, 77, 80.

JOSÉ DE GÁLVEZ TO BERNARDO DE GÁLVEZ, GOVERNOR OF LOUISIANA <sup>1</sup>

The King having learned by Your Lordship's letter of 19 June past of the news it communicates about the events and deployments of English Armed Forces and of its Insurgent Colonies in New England, according to information received from various vessels of that nation navigating along the [Mississippi] River there to its settlements: His Majesty has approved the precautions and provisions taken by Your Lordship to investigate the intentions and plans of both parties, by the present method to prevent any happening.

San Ildefonso, 6 October 1776

1. AGI, Cuba, Legajo 174, LC Typescript.

**7 Oct.**

*London Chronicle*, SATURDAY, OCTOBER 5 TO TUESDAY, OCTOBER 8, 1776

London [October 7].

On Saturday advice came from Liverpool, that two of their homeward bound vessels, which sailed without convoy, are taken by an American privateer, viz. the *Isaac*, Craig, from Tortola, and the *Lancaster* [*sic Lancashire*], Jones, from Jamaica, both laden with sugar and rum. The Captains were put on board a French vessel.

*Public Advertiser*, MONDAY, OCTOBER 7, 1776

London [October 7].

Letters by the *Hope*, Capt. Wilcox, which is arrived at Dartmouth from Senegal, brings advice that two American armed Ships were cruising on the coast

of Africa, and purchasing of such ships as they meet with arms and ammunition, except of the English, from two of which they took what few arms; &c. they had, and by such means were sailed with a considerable cargo for America.

LORD GRANTHAM, BRITISH AMBASSADOR TO SPAIN, TO LORD WEYMOUTH <sup>1</sup>

No 47.

[Madrid] 7th October 1776.

The last advices from Galicia and Sir John Hort's intelligence to His Majesty's Consuls in this country bring an account of the progress and boldness of the American privateers who have ventured so far as the coasts of this and the neighboring kingdoms; a circumstance which affects, and ought to alarm every commercial nation in Europe, and to induce a general opposition to it. There is now at Bilbao, as I am informed by letters written in the instant of the post setting out from thence, at anchor in the river there, a Captain [John] Lee, with an American armed schooner, named the *Hawke*, mounting eight carriage guns and sixteen swivels, who had landed there two captains of vessels which he had taken and sent to America; it is added that this vessel was fitted out even at Bilbao itself. The English vessels now there are detained for fear of this active privateer.

I have communicated these circumstances to M Grimaldi, who has promised to make the strictest inquiry, which I likewise do by this night's post, concerning it. I did not fail on this occasion to represent how absolutely necessary it was to convince the masters and captains of such vessels that they were not to expect the least countenance in the ports of this Kingdom. It does not appear that this privateer had come into the harbor, but only that it is at anchor in the river, which being the case, M Grimaldi could not be induced to take any direct measures against it.

Whenever he communicates to me the answers made to his inquiries on this head, I will again endeavor to bring him to some fixed point, but at present, being on my side much averse to meet with any refusal, and he unwilling to take anything upon himself, I cannot presume to promise how far any explicit measures may be avowed, tho' I think I can answer that no protection will be afforded, or even entrance allowed to a vessel manifestly armed against us.

1. Letters and Extracts from the Correspondence of Lord Grantham In Spain, January 1776 to June 1779, Sparks Transcripts, No. 23, I, 13, 14, HU. Hereafter cited as Sparks Transcripts, Lord Grantham, HU.

## 8 Oct.

*London Chronicle*, SATURDAY, OCTOBER 5 TO TUESDAY, OCTOBER 8, 1776

London, Tuesday, Oct. 8

The *Ann*, Capt. Duncan, from Dominica for London, that was taken by an American privateer in August last, was decoyed in the following manner: When the privateer saw Capt. Duncan mounted eight guns, and was able to cope with her, they hoisted out their boat, and said she was one of the *Isis* man of war's attendants, and they must come on board to see her papers; and as soon as they got on board, they told Capt. Duncan he was their prize, and shewed him their commission from the General Congress.



“EXTRACT OF A LETTER FROM GUERNSEY, OCT. 8.”<sup>1</sup>

Advice is received here from L'Orient, that a vessel is arrived there, which had been boarded off Cape Finisterre, by a large schooner privateer of 14 guns, who put on board her the crew of two British vessels she had taken, one loaded with oats, the other with cod-fish; and that the said privateer had an engagement with one of our outward-bound transports, which mounted 10 guns, and obliged the privateer to sheer off, having had two men killed and 10 wounded.

1. *London Chronicle*, October 12 to October 15, 1776.

“EXTRACT OF A LETTER FROM THE HAGUE, OCT. 8.”<sup>1</sup>

In the memorial presented to the States General by the English Ambassador, Sir Joseph Yorke, on the 11th of this month [*sic*], his Excellency after setting forth that the prohibitions made by their High Mightinesses in the Placart, which is just expired, were very badly kept up to, as their subjects had publicly loaded ammunition and warlike stores, and sent them to the rebels in America, &c. That he therefore requested, in the name of the King his Master, that the States General would renew the Placart, and take the most efficacious methods to prevent their subjects from furnishing the rebels, either directly or indirectly, with any thing; that their vessels be forbid entering into any of the ports of the Republic; and that if any should appear to want to come into any port under their government, they might not be permitted to enter on any account whatever. This memorial being communicated to the States of Holland, who renewed their deliberations this morning, we have reason to believe a new publication on that head will soon be issued.

1. *London Chronicle*, October 12 to October 15, 1776.

SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE<sup>1</sup>

Gentlemen:

Paris October 8th 1776

Your Declaration of the 4th of July last has given this Court, as well as several others in Europe reason to expect you would in form announce your Independency to them, and ask their friendship, but a three months silence on that subject appears to them mysterious, and the more so as you declared for foreign alliances. This silence has given me the most inexpressible anxiety, has more than once come near frustrating my whole endeavours, on which subject refer you to mine of the 1st instant. Employ must be found for the forces of Great Britain out of the United States of North America. The Caribbs in St Vincent if set a going, may be supplied through Martinico with Stores. The Mountain Negroes in Jamaica may employ a great number of their Forces. This is not employing Slaves, which however the example of our enemy authorizes. Should there arise troubles in these two Islands, which a very little money would effect, the consequence would be that Great Britain, which can by no means think of giving them up, would be so far from being able to increase her Force on the Continent that she must withdraw a large part to defend her Islands. I find every one here acquainted with Bermuda is in my sentiments, and by the officiousness of the treacherous Hopkins<sup>2</sup> the ministry here have got it by the end, this makes me the more solicitous that the Island should be fortified this winter if practicable.



Tobacco in Holland is at the enormous price of 7 Stivers, and will soon be as dear in France, Germany &c I have promised that you will send out twenty thousand Hogsheads this winter, in payment of the articles wanted here; Let me advise you to ship the whole to Bordeaux, after which it may be shipped in french Bottoms to any other port, the price will pay the convoy therefore I would recommend the Vessels in which it should be shipped, be armed, and that each ship shall sail under Convoy of one of your Frigates, which may also ballast with it, this will be safer than coming in a Fleet. On your [*sic* their] arrival, Messrs [Samuel & J. H.] Delap, whose zeal and Fidelity in our service is great, will be directed by me, or in my absence by Mr. B. M. [Beaumarchais], or ostensibly by Messrs Hortalez & Co, where to apply the money; Eight or ten of your Frigates, thus Collected at Bordeaux, with a proper number of Riflemen as Marines, where they might have leisure to refit and procure supplies, would strike early next season a terrible blow to the british Commerce in Europe and obtain a most noble indemnity. The appearance of american Cruisers in these seas has amazed the british Merchants and insurance will now be on the war establishment, this will give the rival nations a great superiority in Commerce, of which they cannot be insensible and as our Vessels of War will be protected in the ports of France, and Spain, the whole of the british Commerce will be exposed. I hope to have a liberty for the disposal of prizes here, but dare not engage for that. The last season the whole coast of England, Scotland and Ireland has been and still remains unguarded; three or four Frigates arriving as they certainly might unexpectedly would be sufficient to pillage prt Glasgow or other western Towns; the very alarm which this would occasion might have the most suprizing and important effects, and in this method it might be effected with the utmost certainty if entered upon early next spring, but should that be laid aside, the having five or six or more of your stoutest Ships in these Ports, where you may every day receive intelligence of what is about to sail from England, would put it in our power to make great reprisals.

I wrote for blank Commissions, or a power to grant Commissions to Ships of War, pray forward them, as here are many wishing for an opportunity of using them in this way; they will take a cargo in an armed Vessel for america, and if they meet with any thing in their way take it with them. The granting Commissions against Portugal would insure the friendship of Spain. Grain will bear a great price in this Kingdom and the south of Europe, and I have made application to the Minister of the marine to supply masts and spars from America for the french Navy; pray inform me how, and on what terms the british Navy formerly used to be supplied from New England. I am fully of opinion that a War must break out soon and become general in Europe. I need say no more on the situation I am in, for want of further instructions. I live in hopes, but should I be much longer disappointed the affairs I am upon as well as my credit, must suffer if not be absolutely ruined, my most respectful compliments to the Honorable Congress. I am, gentlemen [&c.]

(Copy)

Silas Deane

1. Papers CC (Letters from Silas Deane and Arthur Lee, 1776-79), 103, 10-12, NA.

2. A Marylander and brigadier general in the French army.

NEWS ITEMS FROM ITALY<sup>1</sup>

Genoa, October 7. On advice received by the Company of Assistance in this city, that some American privateers had made their appearance in the Portuguese seas, they have declared that they will insure no ships for those seas, under the rate of 4 per cent, above the former charge.

Naples, Oct. 8. We have received advice here that the American privateers have appeared off Cape St. Vincent's, one of which has taken a ship destined for this city, with a very valuable cargo, which will be a great loss to several merchants and other persons belonging to this place.

1. *Williamson's Liverpool Advertiser and Mercantile Chronicle*, November 15, 1776.

MARQUIS DE GRIMALDI TO COUNT DE ARANDA, PARIS<sup>1</sup>

[Extract]

San Ildefonso, 8 October 1776

. . . It is certain that now more than ever it behooves us to foment that war and incite those Colonists to extend their privateering and capture Portuguese vessels. Regarding admission to our ports, I have already expressed to Y. E. [Your Excellency] what the General thought. But if they were to capture Portuguese vessels in South America, from where we have information that the Colonists sail there to fish, there would be no objection to admitting them to sell and dispose of their prizes if they were accommodated, in view of our present relationship with Portugal. . . .

1. AHN, Estado, Legajo 4072, LC Photocopy.

JOHN MARSH TO LORD GRANTHAM<sup>1</sup>

Malaga 8th October 1776.

Notice has been given me in the most secret and confidential manner, that our Deputy Governor has received instructions from M de Grimaldi to protect, in case of necessity, any American vessel that may arrive in this Port, but on no account to publish his having such orders, except he should at any time find it absolutely necessary. This notice, My Lord, Your Excellency may be assured is without doubt, as the person from whom I had it, read the order, at the same time earnestly requested that in case Your Excellency should make any use of this information, it may be done in such a manner as to prevent its being suspected to have been divulged at this Port. I suppose the order has been general throughout the Ports of this Kingdom.

I have likewise heard from this same person under equal secrecy, that about a month or six weeks since, the Spanish Minister desired to be informed if American ships came here, and ordered the Deputy Governor to form his reply conformable to the tenor of a paper which was transmitted to him by the said Minister, who hinted that Your Excellency had made application on the subject of those vessels. The answer was, that if any such vessels came here, they hoisted English colors, and that the real property could not be known.

1. Sparks Transcripts, Lord Grantham, I, 18, 19, HU. Marsh was British Consul at Malaga.

9 Oct.

*Public Advertiser*, WEDNESDAY, OCTOBER 9, 1776

London [October 9].

A Correspondent assures us, there is no Truth in the Report of the French Court having entered into a Treaty with our revolted Colonies, or with their Agent Mr. Silas Dean; on the contrary, the French Ministry are much *alarmed* at the Idea of North America becoming an Independent Empire; and therefore strict Orders are sent to all the Sea Ports of France, to search every American Vessel, and to prevent as much as possible their carrying any Supplies of Arms or Ammunition.

*London Chronicle*, TUESDAY, OCTOBER 8 TO THURSDAY, OCTOBER 10, 1776

London [October 9].

The Lords of the Admiralty have put his Majesty's ship *Druid*, now at Deptford, into commission, the command of which is given to Capt. Cartwright, and she is fitting out for the North America station.

LORD STORMONT TO LORD WEYMOUTH <sup>1</sup>

[Extract]

Most Confidential

Paris Octr 9. 1776

The almost universal Partiality of the French to the Rebels makes it as difficult for me to collect information of what relates to the american Agents as it is to get Intelligence in an Enemys Country. I have however learnt the following Particulars: viz Mr Deane and a Doctor [Edward] Bancroft who resides in London but is either come or coming hither for a short time at the Desire of Deane with whom he is much connected receive their Letters under Cover to Messrs Germany and Girardot with whom Deane dines frequently: He, Deane, is likewise directed to sometimes by the Name of J. Jones and Dr Bancroft by that of Monsr Bierda at Mr Philips Charing Cross. I am assured that Deane was much displeased with Dr [Hugh] Williamson, and among other Things reproached Him for the Visit he made me. I mention this the rather as thinking it possible that Williamson who I imagine is returned to London and who appeared to Me to be well enough calculated for being a double Spy might be of some Use now that he finds himself Obnoxious to His Countrymen.<sup>2</sup>

Deane is intimately connected with a Monsieur le Roy of the Academy of Sciences whom I know very well but he has no suspicion of my being privy to his Connexion with Deane. He has long been in Correspondence with Doctor Franklin, but in former Times their Correspondence turned only on Philosophical Subjects.

The House of Benson at Bourdeaux is much confided in by the Americans. The Congress lately passed a Remittance for sixteen thousd Pounds Sterling thro' their Hands on London and Glasgow. But it is said My Lord that this House of Benson have scruples about the Part they have been acting and are now inclined to be useful to Government. They or any considerable Mercht at Bourdeaux that would secretly give Exact and regular Information of all that is doing there in favour of the Rebels might certainly be of no small Utility.

I am likewise informed that a Ship is now loading at Dunkirk for Nantes which is a very unusual Thing. Mr Bordreu who has made so much Noise of late from the violent Part he took against Monsieur de Guines and several other English Merchants are it is said, to be freighters in Part. And there is some Reason to suspect that some Military Implements from Lisle will be put on board this Vessel, all ultimately intended for Philadelphia.

Deane has for some time talked of going to the South of France, but he is still here. He was at Germany's this Morning. He certainly goes frequently to Versailles, and chiefly as I am told to the Bureau de la Guerre. . . .

1. PRO, State Papers, 78/300, 64-65.

2. Dr. Hugh Williamson instead of going to London, as Stormont surmised, took passage for America.

"EXTRACT OF A LETTER FROM LISBON, DATED OCT. 9." <sup>1</sup>

Capt. Enmerson, a London trader, came in last Saturday, and brings an account, that a ship from London, laden with wheat and flour, was taken off this port, with a Portugueze pilot on board, by an American privateer; and this day we have further advice of another ship being taken loaded with rice from America.

Yesterday two French traders arrived, the Captains of which had both been chased by three American privateers in the Channel, and off Cape Finisterre, the one of 18 guns, and the other of 16, which last two came up with them.

1. *Public Advertiser*, London, October 23, 1776.

**10 Oct.**

*Public Advertiser*, THURSDAY, OCTOBER 10, 1776

London [October 10].

Mr. Dean, American Agent at Paris, has several Correspondents in London. In a Letter to one Gentleman he makes no Scruple of acknowledging that his Countrymen have been greatly assisted by other Powers, and particularly the Dutch. This Dean is a Favourite of Adams, who like a British Minister embraces every Opportunity of providing for his Creatures.

Mr. Deane was a conspicuous Member of the Congress: He is a Man of very liberal Abilities. In the Letter abovementioned he desires his Respects to be presented to a Mr. Corbiere in London, and speaking of some American Seeds he sent that Gentleman, says, in Allusion to the Spirit and natural Courage of his Countrymen, "La bonne terre nourrit les plantes."

One of the Owners of the American Privateers that took our West Indiamen so richly laden, on receiving his Share of Prize Money, immediately deposited 3000 l. towards building larger and more complete Vessels for intercepting and annoying our Trade.

**11 Oct.**

"EXTRACT OF A LETTER FROM LIVERPOOL, OCT. 11." <sup>1</sup>

Capt. Wilson, of the *Union*, arrived here this day from St. Kitts, says, on his passage he was boarded by an American privateer on the 7th of September, of 10



six pounders, and 103 men, called the *Sally*, Capt. [James] Munro, of Rhode Island, in lat. 33.9. lon. 55.13, who took out his cargo of ivory and Malageta pepper. The above privateer had taken the *Blaze Castle*, Smith, of Bristol, from Barbadoes, and the *Agnes*, Mather, of London, from Antigua, a little before the privateer put on board the *Union* 24 prisoners, and some provisions. On the 9th ditto, in lat 33.25. long. 55.13. they were boarded by another privateer, commanded by Capt. [Isaac] Field, of two four pounders, and four two pounders, and 34 men. On the 8th ditto they were boarded by a third privateer belonging to the Congress, of 14 six pounders and 130 men, in lat. 39.16. long. 43.55. called the *Cabot*, Capt. Hinman, who ordered him to stand to the N.W. After searching him, and steering that course a while, Capt. Wilson saw a fleet of ships heave in sight (they could count 35 sail) to the S.E. of them, when one of the large ships gave chase to the privateer, which Capt. Wilson supposed was a frigate, for about two in the morning they saw a firing of guns, and think the privateer must be taken. He supposed the ships he saw to be the Jamaica fleet.

1. *London Chronicle*, October 12 to October 15, 1776.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN <sup>1</sup>

My Lord,

Admiralty Office 11th Octr 1776

Vice Admiral Young Commander in Chief of His Majesty's Ships & Vessels at the Leeward Islands, having transmitted to Us, in his Letter of the 10th of August last, Copies of the Correspondence which had passed between him & the Governor of Martinico, respecting the Action between the *Shark* Sloop & an American Armed Vessel off that Island (an account of which was enclosed to Your Lordship in Our Letter of the 17th Ultimo); We send your Lordship herewith a Copy of Vice Admiral Young's said Letter with its several Inclosures for His Majesty's Information; And as your Lordship will observe by the Admiral's said Letter that he wishes to receive farther direction in regard to that part of His Majesty's Instructions (a printed Copy of which is herewith enclosed) respecting American Prisoners, no place of security being provided for them on shore, and the number likely to be soon encreased too considerably to admit of their being kept with any propriety on board of Ships in a hot Climate; We are to desire Your Lordship will receive & signify to Us His Majesty's further pleasure, respecting such American Prisoners as have already been carried, or may hereafter be carried not only to the Leeward Islands but to Jamaica & other Places, as the like Inconvenience may be expected to arise there, as are pointed out by Adml Young in his Letter abovementioned. We are [&c.]

Sandwich J Buller H Palliser

[Endorsed] Admiralty Office 11th Octr 1776. Lords of the Admiralty.

B. R 14th (6 Inclosures) Entd

1. PRO, Colonial Office, 5/125, 59a.

"A LETTER FROM BRISTOL, DATED OCT. 11." <sup>1</sup>

Capt. M'Kennon, of the *Kitty*, from Jamaica, having arrived here this morning, I have thought proper to send you the news he brings.



Capt. M'Kennon says, that he sailed from Jamaica on the 9th of August, in company with 118 sail of shipping, under convoy of the *Pallas* and *Maidstone* frigates, who saw them through the gulph, and then the *Maidstone* returned to Jamaica, and the *Pallas* was to see them to England. Captain M'Kennon left the fleet in lat. 30, long. 77, when he counted from the topmast-head 80 sail.

The reason for the detention of the fleet so long at Jamaica, was owing to an insurrection of the negroes in different parts of the island, which they had planned to put in execution as soon as the ships sailed; but it was happily discovered by a boy belonging to Mr. Chambers, of the parish of Hanover. Thirty of the ringleaders were accordingly taken up and executed.

The great number of captures, raised the insurance on vessels homeward bound from the West Indies, to twenty-three per cent.

1. Almon, ed., *Remembrancer*, IV, 156–57.

## 12 Oct.

*Public Advertiser*, SATURDAY, OCTOBER 12, 1776

Extract of a Letter from Bordeaux, in France.

Several American Ships arrived here in the Course of the Summer, and some are here now, addressed to an English House, who procure Gunpowder and other warlike Stores, with which they return loaded.

## 13 Oct. (Sunday)

SILAS DEANE TO VERGENNES <sup>1</sup>

Sir

Paris October 13th 1776

The inclosed extract of a Letter, from a Friend of mine, of undoubted Credit, at Bilboa, occasions my Troubling your excellency, at this Time. As the congress have no Agent at present, at the Court of Madrid, I am apprehensive that the British Ambassador will endeavor to take advantage of this Circumstance, to obtain some resolution respecting this Vessel, not so much, to operate as by way of reprisal, as by way, of precedent, for future proceedings, & by the report of any decree, or decision against this Vessel to discourage any future adventures of the Armed Vessels of America in these seas against British Shipp's — The Facts are indisputably these, That The Shipp was Commissioned by the Congress of the United Colonies or States of North America, — That in her passage to Europe, She made seve[r]al prizes of Shipp's belonging to Great Brittain, with which sd States are in open Warr— That depending, on the supposed Neutrality, of his most Catholic Majesty, the Captain peaceably entered, one of his Ports, And that the Agents of Great Brittain laying a Charge of Piracy to the charge of the Captain & having procured a detention of the Vessel, are laboring to have her proceeded against & confiscated — <sup>2</sup> Were the Value of the Vessel, all that depended on the Resolution, I would hardly Trouble Your Excellency on the subject, but leave the Captain & his Owner to console themselves for their Loss, out of the reprisals they have made, but when so much depends on this determination should it be unfavorable to the Captain, I can but be anxious to have every thing Necessary, and prudent done, and I conceive my Application to Your Excellency is not improper, for advice and direction,

for which would have done myself the honor of waiting on You, in person, but for Prudential motives, and that probably, a Line from Your Excellency, might give Me all The Direction Necessary – meantime I beg leave to suggest, that as the line of Conduct Towards The United Colonies or States of N. America, will undoubtedly be uniformly the same by this Court & that of Spain, and as the Eyes, & Hopes of the united Colonies are on those Two Kingdoms, as their most Natural Freinds, & Allies, it might be extremely prejudicial, to take so discouraging a measure, as that of excluding American Cruisers entirely from these ports, at so Critical a Period of their Affairs, and that undoubtedly, the Court of Spain will not proceed in this Affair, without a previous Consultation with the Court of France – I have the honor to be with the most profound Respect, Your Excellencys [&c.]

S. Deane<sup>3</sup>

P. S. I received the Letter late last Evening

1. Stevens, ed., *Facsimiles*, No. 589.

2. Massachusetts privateer schooner *Hawke*, Captain John Lee. See "Extract of a Letter from Bilboa, dated October 6, 1776."

3. Deane wrote of this matter to Vergennes again on October 17. In this second letter Deane also tried to play down the seriousness of the American defeat in the Battle of Long Island, Stevens, ed., *Facsimiles*, No. 590.

#### 14 Oct.

"EXTRACT OF A LETTER FROM PORT GLASGOW, DATED 14TH OF OCTOBER." <sup>1</sup>

Yesterday the *Speirs*, from the Bay of Honduras, with mahogany, arrived here, under the command of Mr. William Carmichael, formerly the Mate of the said vessel.

She sailed from the Bay on the 15th of July last, and on the 6th of September long. 56.13. lat. 40.50. fell in with the *Eagle* schooner of Rhode Island, an American Privateer, commanded by Elijah Freeman Payne, burden about 50 tons, mounted with six carriage guns and ten swivels and 50 men, who took the master of the *Speirs* (Lamont) all the papers belonging to the vessel, and some bales of dry goods on board, putting her under the command of a Mr. Hall, in character of a Lieutenant and Prize-master.

The schooner had then under convoy the *Caledonia*, M'Kinlay, bound from Grenada to Clyde, loaded with sugar and rum, which sailed from Grenada on the 3d, and was taken on the 30th August, long. 50. lat. 40. – On the 28th of August, she took the *Venus*, Collins, from the Bay of Honduras, with logwood and mahogany, and on the 29th of the same month the *Nancy*, Tuckley,<sup>2</sup> a brigantine from Virginia, with 300 hogsheads of tobacco, having a pretended clearance from Lord Dunmore for London, and another from the Congress for Dunkirk, and sent both vessels to some port on the continent.

The mate of the *Caledonia* and one Mr. Williamson of Dundee, a passenger from Grenada being suspected of concerting a scheme for carrying off the vessel, were taken out of the *Caledonia* and put on board the *Speirs*, with another passenger and three hands, also part of the crew of the *Venus* and *Nancy*, making in all twenty seven people, and the better to secure her from the least attempt of an escape, allowed them only 150 lb. bread and two barrels of beef for provisions.

On the 15th of September long. 66.23. lat. 41.33, by favour of a fog and a gale of wind springing up Mr. Carmichael took command of the *Speirs*, parted from the schooner, and steered directly for Clyde.

When he found himself clear, he ordered a spar to be cut in pieces which he shaped into wooden guns; and tho' several American armed vessels appeared for the first three days after, yet none of them attempted to come near him, taking her to be a vessel of force.

They were put to allowance of provisions, which ran so short, that they carefully caught rats by traps, which proved to them most delicious morsels; when on the 25th of September they espied a sail making for them, to which they gave chase, long. 47.17. lat. 44.32. and coming up with her, found her to be the *John*, Alex. Simes master, from Plymouth, who supplied them with bread, beef, and potatoes; and off Tory, spoke with the *Mercury*, Holmes master, from Newfoundland for Clyde, who supplied them with fish butter, beef, bread, and every other necessary article.

We hear the *Speirs* was insured at London, and we make no doubt of the insurers rewarding Mr. Carmichael's merit in this lucky adventure.

1. *Public Advertiser*, London, October 23, 1776.

2. Not the *Nancy*; brig *Fanny*, William Tokely, master.

#### BEAUMARCHAIS TO VERGENNES <sup>1</sup>

Monsieur le Comte

Paris, 14th October 1776.

I have the honour to recommend to you the contents of the enclosed letter. We are not aware for what reason the Customs officers in charge at Bilbao have detained the American vessel in question. It would be very serious if it were to be known in America that the Court of Madrid had ill-treated one of their privateers. Then they would think it very certain that they had nothing to hope for from France and Spain, a view which the English do all in their power to propagate, and that alone would be capable of making them accept either a truce or an open negotiation, and perhaps an entire reconciliation with England, which, profiting by such a gross fault on the part of Spain, would not fail to magnify still more its consequences, and make all sorts of concessions to the Americans, to re-unite them to the mother-country. The remedy for this evil is to promptly send a courier to Madrid, and there to recommend that, without any regard to the reason, just or unjust, which may have caused this vessel to be detained, the Court should release it, or at least should not give any decision against it, until a complete success of the Americans at New York shall teach that Court that it can without risk offer its help to a brave nation, which will no longer have need of it, or until the ill luck of their arms shall cause that Court to make of that privateer a cowardly trophy to the Court of England, as the weak Cleopatra offered to the victorious Caesar the head of Pompey, who had placed himself in her hands. Let them shuffle if they like, abandon the Americans to their own courage, and not help them to crush

our only enemy. People may suppose that we are preparing to do so, and that partly saves the honour of our judgment. But to arrest a brave privateer! to tear away the veil which at least made the intentions of the Spaniards doubtful! truly it is enough to turn one's head with sorrow or fury!

Pardon me Monsieur le Comte, if I give way to the vexation which this causes me. Poor France! A thousand years will not give thee back the moment which thou lovest. And the moment lost, thou wilt be the fable and the laughing-stock of all the sensible people who will take up the pen in Europe to relate this event to our children! Write, I conjure you, Monsieur le Comte, to those cruel Spaniards! – Good Heavens, if they will not serve the cause, at least let them not damage it. Is this too much to require of them?

Whenever I reflect that we hold in our hands the destiny of the world, that it only depends on us to change its whole system, and I see so many good things, such glory, and such advantages ready to escape us, I much regret not having more influence on the resolutions of the Council of both Courts, and not being able to be in two places at once, in order to prevent evil on the one hand, and to co-operate for good on the other. I know your patriotism too well to fear to offend you in giving vent here to my great uneasiness.

I expect to be at Fontainebleau on Thursday at the latest: From now till then, I shall not sleep until I have finished the paper on finances, which I have promised M. de Maurepas. No bankruptcy! it would be infamous during perfect peace. A better system of tax-gathering should in a short time furnish the means of making a war which events render indispensable, and which we avoid perhaps only through fear of not having the wherewithal to keep it up.

Accept my respect and my devotion.

1. Stevens, ed., *Facsimiles*, No. 899.

## 15 Oct.

*Public Advertiser*, TUESDAY, OCTOBER 15, 1776

London [October 15].

The *Devonshire*, Fisher, from Antigua, which is arrived at Corke, was taken by the Americans, and re-taken by the *Liverpoole* Man of War, after being Six Weeks in Possession of the Provincials.

The *Nev[is]*, Capt. Coffin, from Nevis to London, that was taken by the Provincials last August, was retaken, and arrived on Sunday Night off Gravesend.

According to Advices received from Lisbon, dated the 20th of September, the *Rover* American Privateer, commanded by Capt. Simon Forester, hath taken an English Vessel richly laden, and destined for Salerne [Salerno], Naples and Messina. The *Rover* hath also taken six other Vessels, the Crews of which she has put on Shore, some at Faro in Algarva.

The above Simon Forester told the Commander of a Portuguese Vessel, that he hoped soon to have the Honour of seizing some of his Master's Vessels, as War either was or soon would be declared by the Congress against Portugal. The



Portuguese Commander not understanding him, one of Forester's Crew interpreted what he had said, when the Portuguese Captain immediately made answer, "Your Congress be d——d; come hither, and I'll declare War across thy Shoulders." Forester replied, "I fight only with Gentlemen."

CONTRACT BETWEEN JOHN JOSEPH DE MONTHIEU, RODERIQUE HORTALEZ & Co.  
AND SILAS DEANE <sup>1</sup>

We the subscribers John Joseph de Monthieu and Rodrique Hortalez & Co. are agreed with Mr Silas Deane, agent of the United Colonies upon the subsequent arrangements.

That I de Monthieu do engage to furnish on account of the thirteen United Colonies of north america, a certain number of Vessels to carry arms and Merchandize, to the burthen of sixteen hundred tons, or as many Vessels as are deemed sufficient to transport to some harbour of north america belonging to the thirteen United Colonies, all the ammunition and appurtenances agreeable to the estimate signed and left in my possession, and which we esteem would require the abovementioned quantity of Vessels to carry sixteen hundred tons burthen, which are to be paid for at the rate of two hundred Livres the ton, and that I will hold said vessels at the disposal of said Messrs Hortalez & Co, ready to sail at the Ports of Havre, Nantes and Marseilles vizt, The vessels which are to carry the articles and Passengers mentioned in the aforementioned list and are to depart from Havre as well as those that are to go from Nantes to be ready in the course of November next and the others in the course of December following, on condition that one half of the aforementioned freight of 200 Livres per ton, both for the Voyage to america and back to France, laden equally on account of the Congress of the thirteen United Colonies and Messrs Hortalez & Co aforesaid, who are responsible for them, shall be advanced and paid immediately in money, bills of exchange or other good merchandize or effects, and the other half the said Messrs Hortalez & Co do agree to furnish me with in proportion as the vessels are fitting out, in the same money or other effects as above: over and above this they are to pay me for the passage of each officer not belonging to the ship's crew, the sum of 550 Livres tournois, and for every Soldier or servant 250 Livres, and for every Sailor who goes as passenger 150 Livres. It is expressly covenanted and agreed between us that all risques of the sea either in said Vessels being chased, run on shore or taken, shall be on account of the Congress of the United Colonies, and shall be paid agreeably to the estimation which may be made of each of these vessels, agreeably to the bills of sale of each, which I promise to deliver to Messrs Hortales & Co before the departure of any of the said Vessels from any of the Ports of France mentioned above.

Finally it is agreed that if the americans detain these Vessels longer than two months in their Ports, without shipping onboard them the returns they are to carry to France all demurrage, wages or expences on them from the day of their arrival to that of their departure these two months excepted shall be at their charge and paid by them or by Messrs Hortalez & Co in our own name as answerable for the Congress of the United Colonies. we accept the above conditions as



far as they respect us, and promise faithfully to fulfil them and in consequence we have signed this instrument of writing one to the other at Paris 15th October 1776.

Monthieu

Rodrique Hortalez & Co

Silas Deane, Agent for

the United Colonies of North America

1. Papers CC (Letters from Silas Deane and Arthur Lee, 1776-79), 103, Appendix, 7-9, NA.

## 16 Oct.

*Public Advertiser*, WEDNESDAY, OCTOBER 16, 1776

London [October 16].

The Merchants and Underwriters begin to be in great Pain for the Jamaica Fleet, as they were seen safe through the Gulph, but have not been heard of since; and Accounts daily arrive, that there are many Provincial Privateers waiting to intercept some of them.

A Vessel under Dutch Colours, loaded with Gunpowder and warlike Stores, was taken by one of our Transports, and sent into Falmouth last Thursday Evening. She proves to be the *Two Brothers* belonging to Philadelphia, and was taken by the *General Conway*.<sup>1</sup>

It is reported, that a Portuguese Man of War, of 40 Guns, had been taken at the Mouth of the Tagus by two American Privateers.

1. This item was corrected in the *Public Advertiser* the next day, with the statement: "On the 12th inst. was brought into Falmouth by the *Conway* Transport, Capt. Thorsby, bound for Quebec, the *Two Brothers*, Henry Van Dis Horst, from Rotterdam for St. Eustatia, laden with Bale Goods, Gunpowder, &c. She was met with 30 Leagues West of Scilly."

## 17 Oct.

PHILIP STEPHENS TO VICE ADMIRAL ROBERT MAN, GIBRALTAR <sup>1</sup>

Sir

17h October 1776

I have received and communicated to my Lords Commrs of the Admiralty your Letter of the 4h of last Month acquainting them with your return to Gibraltar; with the advices you had received of an american armed Vessel being cruising off Cape St Vincent, and with your having ordered the *Alarm* and *Levant* to cruize off that Cape, and Cape Roaent, in search of the said armed Vessel and in return I am commanded by their Lordships to acquaint you that they very well approve of your having done so I am also commanded to acquaint you that their Lordships intend to order the *Worcester* to sail from Spithead the first fair wind after the 25h instant as Convoy to the Trade bound to Spain, Portugal and the Mediterranean; seeing the latter as far as Gibraltar, and after waiting there twenty one Days return to England with such homeward bound Trade as may be ready and willing to accompany her.

If upon the arrival of the *Worcester* with the Trade at Gibraltar you judge it necessary to send a Convoy with the latter up the Mediterranean their Lordships recommend it to you to send one of the Ships of your Squadron, with them as far as you think may be proper for their Security, but upon no account whatever

to divert the *Worcester* from the prosecution of the orders her Captain will receive from their Lordship. I am &c

P: S:

(By the Post)

1. PRO, Admiralty 2/553, 88-89.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN DIGBY DENT,  
H.M.S. *Arethusa*, SPITHEAD <sup>1</sup>

You are hereby required and directed to proceed to Sea with His Majts Ship under your command and cruize for one Month after you get upon your Station from 5. to 30. Leagues West from Cape Finisterre, for the protection of the Trade of His Majesty's Subjects, and to look out for any Privatiers belonging to His Majts Rebellious Colonies that may infest those parts, using your best endeavours to take, or destroy such of them, as also any other Vessels belonging to the said Colonies as you may fall in with.

Having cruized for the time abovemention'd you are to proceed to Lisbon, where you are to make a stay not exceeding seven days, and then taking under your Convoy such Ships and Vessels bound to England as may be ready and willing to accompany you, see them in safety to Spithead, or as far as your way & theirs may lay together; sending to Our Secretary an Account of your arrival and proceedings, and waiting there for farther Orders. Given &c. the 17. Oct. 1776.

By &c. P.S.

Sandwich J. Buller H. Palliser

1. PRO, Admiralty 2/101, 339-40.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN THOMAS PASLEY,  
H.M.S. *Glasgow*, SPITHEAD <sup>1</sup>

*Beaver*  
*Hornett*

Whereas we intend that His Majts Ship under your command, together with the Sloops named in the Margin, which are now at Spithead & the *Fly* Sloop which is on her Passage thither, shall convoy the Trade bound from hence to the West India Islands and to West Florida; You are hereby required and directed to take the said Sloops under your command (their Commanders being directed to obey your Orders) and so soon as the Wind shall have been fair to bring the Trade from the Downes for the space of 48 hours after the 20. of this Month, you are to make enquiry for, and take under your Convoy, all Ships & Vessels bound to the Leeward Islands, Jamaica, and West Florida, and, if the *Fly* shall have joined you, or, if not, as soon afterwards as she does, make the best of your way with them to the Island of Barbadoes, & having seen the Trade bound to that, and the neighbouring Islands safe into Carlisle Bay, You are, in case you should not find Vice Admiral Young, or any part of his Squadron there, to leave the *Beaver* Sloop in that Bay, with Orders to her Captain to take under Convoysuch Ships as are bound to the neighbouring Islands, and having seen them in safety thither, to make the best of his way to join Vice Adml Young wherever he may learn he is; But in case you find Vice Adml Young or any of his Squadron in Carlisle Bay, you are to leave the Trade bound to the Islands in that neighbourhood, to his, or their care, and

take the *Beaver* with you as far as Antigua, leaving her there under Orders to join Vice Adml Young as above directed.

From Barbadoes you are to proceed with the Convoy to Antigua, and having seen the Trade bound to that, and the neighbouring Islands into St John's Road, and not finding Vice Adml Young or any of his Squadron there, you are to leave the *Fly* Sloop with Similar Orders to her Captain to see the Trade in safety to the Islands in the neighbourhood of Antigua, and then make the best of his way to join Vice Adml Young. — But if Vice Adml Young is at Antigua, you are to leave the *Fly* to follow his Orders, and the Trade to be convoy'd to the neighbouring Islands in such manner as he shall direct.

You are then to proceed with the *Glasgow* & *Hornet* to the Island of St Christophers, where you are to leave the Trade bound to that Island, and then proceed with the remainder of your Convoy to Port Royal in the Island of Jamaica, where on your arrival you are to put your self under the command of Vice Adml Gayton, and follow his Orders for your further proceedings, leaving the Trade bound to West Florida, to be convoy'd thither in such manner as he shall think fit to direct.

And whereas the West India Merchants of London did at a General Meeting on the 1<sup>st</sup> of this Month, Resolve, that they would discourage the future Employment of any Persons, who having the Conduct of Vessels shall separate from their respective Convoys, or otherwise willfully disobey the Orders received from the Commodore's thereof; We send you herewith a Copy of the said Resolution and require and direct you to take all possible care on your part, not to separate from the Ships and Vessels which shall put themselves under your convoy, and to give such Orders & Instructions to their Masters, as you conceive may be most likely to prevent their separating from you; And in case any of them do lose Company with you, or disobey your Orders, you are to transmit to Our Secretary a List of their Names with the circumstances attending such separation or disobedience, that the Merchants may have full information thereof.

Given &c. the 17. October 1776.

Sandwich Palmerston H. Palmerston [*sic* Palliser]

By &c. P.S.

1. PRO, Admiralty 2/101, 335-37.

#### LORD SANDWICH TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

Admiralty, 17th October 1776.

My Lord — I am to acknowledge the receipt of your Lordship's private letter of the 7th of August, and have the happiness at the same time of congratulating you upon the very great and successful outset of your campaign, from which in this part of the world we all form to ourselves the most pleasing ideas of what is to follow.

You may be assured that everything within my department that you can suggest as likely to give additional force to your measures shall be supplied, with as little delay as possible. You mention your wish to have 15 two-deck ships; but I apprehend you do not think so many will be wanted in the winter, and by the spring I hope we shall be able to give you the number you mention, though as

things are circumstanced in Europe (with great preparations going on both in the French and Spanish ports, where they are putting a very large number of capital ships into readiness to receive men) it is much to be wished that all our line of battle ships should be kept at home; and I imagine I am right in supposing that 4th-rates and 40-gun ships will answer your purpose as well, if not better than two-deck ships of a higher class. Of these there are only two now in any forwardness, namely the *Warwick* [50] and *Panther* [60]; therefore, if you adhere to your opinion that 15 are necessary, I see no way of supplying that demand but by sending one or two 3rd rates, to which I am sure you will see the objection in as strong a light as I do. However, at all events you may depend that the important service on which you are employed shall not be cramped, let what will be the consequence.

There are two new bomb vessels lately launched. Does your Lordship advise their being sent out to you in the spring?

Twelve frigates are now on their way to join you, most of which I hope are with you before this time; these, with what you had under you when you wrote last, and those that I conclude will come to you from the River St Lawrence before the winter sets in, will I hope enable you to make such a disposition as will render it difficult for the rebel cruisers to do so much mischief as they have hitherto done. But, while almost the whole American fleet is necessarily taken up in attending the operations of the army, other services must of course in some degree give way to the principal object.

The necessity of sending the ordnance stores in ships of force, which your Lordship mentions with so much propriety, has been fully attended to; and I understand that all the ships that have lately been taken up by the Board of Ordnance are either old Indiamen or other large ships that will be armed with upwards of twenty guns, and manned with a proportionate number of seamen besides parties of recruits, which will make them stronger than any rebel cruiser I yet have heard of. This in my opinion is the most judicious and indeed the only method of conveying these valuable cargoes with safety; for I can by no means concur in opinion with the Board of Ordnance that their stores might be carried in men of war, as your Lordship well knows that, when a ship is fitted for a foreign voyage, her own stores leave no room for anything that does not belong to herself; indeed there are so many objections to this measure that I am persuaded will occur to your Lordship as well as to me that it would be taking up your time unnecessarily, was I to enter further into the subject.

I find by your Lordship's letter and by one from Lord Shulldham that he is coming home in the *Bristol*: every part of your behaviour with regard to his return is exactly conformable to what I took the liberty to suggest to you in a former letter, and requires my particular acknowledgements for your attention to what fell from me on that occasion.

That your Lordship and your brother may reap fresh laurels in the great cause so properly entrusted to your management, and so successfully begun, is the very ardent wish of your Lordship's most obedient [etc.]

Sandwich



SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE <sup>1</sup>

[Extract]

Paris 17th October 1776

. . . a Vessel with a Commission from the Honble Congress detained in Bilboa as a Pirate, and complaint carried to the Court of Madrid, I have been applied to for assistance, and though I am in hopes, nothing will be determined against us, yet I confess I tremble to think how important a Question is by this step agitated, without any one empowered to appear in a proper Character and defend, could I present your Declaration of Independence and shew my Commission subsequent, empowering me to appear in your behalf, all might be concluded at once, and a most important point gained, no less than that of obtaining a free Reception and Defence or Protection of our Ships of War in these Ports, a determination which must eventually ruin the Commerce of Great Britain. . . . P.S. . . . The Vessel referred to is commanded by Captain [John] Lee of Newbury Port, who, on his passage, took five Prizes of value and sent them back, but brought on two of the Captains and some of the men Prisoners to Bilboa, where the Captains entered their Protest, and complain against Captain Lee as a Pirate, on which his Vessel is detained, and his Commission &c sent up to Madrid; this instantly brings on a Question as to the legality of the Commission, if determined Legal a most important point is gained, if the reverse, the consequences will be very bad and the only ground on which the determination can go against the Captain, is that the United States of America or their Congress are not known in Europe, as being Independent States otherways than by common Fame in Newspapers, &c on which a serious Resolution cannot be grounded; the best therefore that the Captain expects will be to get the matter delayed, which is very hard on the brave Captain and his honest owners, and will be a bad precedent for others to venture into the European Seas. I have done everything in my power, and am in hopes from the strong assurances given me, that all will be settled to my satisfaction in this affair, but cannot but feel on the occasion as well for the Captain as for the public; I have been told repeatedly I was too anxious, and advised "rester sans inquietude;" but I view this as a Capital affair in its Consequences, and though I wish to, cannot take the advice.

Warlike preparations are daily making in this Kingdom and in Spain, in the latter immediately against the Portuguese, but will most probably, in its Consequences involve other powers. I need not urge the importance of immediate Remittances towards paying for the large quantity of Stores I have engaged for, and depend this winter will not be suffered to slip away unimproved. . .

1. Papers CC (Letters from Silas Deane and Arthur Lee, 1776-79), 103, 13-16, NA.

SILAS DEANE TO WILLIAM BINGHAM, MARTINIQUE <sup>1</sup>

Dr Sir

Paris 17 October 1776

Since receiving yours of the 4th and 5th of August last I have wrote you repeatedly, and have no doubt of your receipt of them, to which refer you. You are in the neighbourhood of St Vincent, and I learn that the Caribbs are not contented with their Masters, and being an artful as well as revengeful People would undoubtedly take this opportunity of throwing off a yoke, which nothing



but a superior force can keep on them, my request is, that you would Enquire into the state of that Island by proper Emissaries, and if the Caribbs are disposed to Revolt, encourage them and promise them aid of arms and ammunition. This must tear from Great Britain an Island which they value next to Jamaica and to which indeed they have no Title but what rests on violence and Cruelty. at any rate they will oblige Great Britain to withdraw part of her Forces from the Continent. If any thing can be effected then inform me instantly, and I will order to your Care such a Quantity of Stores as you shall think necessary.

The enclosed Letter I desire you to break the seal of, and make as many Copies as there are Vessels going Northward, by which some one must arrive. A war I think may be depended upon, but keep your Intelligence of every kind secret, save to those of the Honorable Secret Committee.

You will send also a Copy of this, by which the Honble Committee will see the request I have made to you and the reason of their receiving several Duplicates in your hand writing, I wish you to forward the enclosed to Mr Tucker of Bermuda and write me by every vessel to Bordeaux or Nantz. I am with great esteem, [&c.]

Silas Deane

(Copy)

1. Papers CC (Letters from Silas Deane and Arthur Lee, 1776–79), 103, 18–19, NA.

**18 Oct.**

LORD GEORGE GERMAIN TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

My Lord,

Pall Mall Octer 18th 1776.

I take the Opportunity of Major Cayler's return to New Yorke, to assure your Lordship of my constant Regard and best wishes. The glorious Success of His Majesty's arms <sup>2</sup> gave universal Satisfaction to every good Subject, as they were sensible that after your humane Endeavours to restore Peace, had met with so unfavourable a Reception, no alternative was left but the proving the Superiority of the British Troops over the Army of the Rebels. Your Brother's Conduct is seen in the Light it deserves, and We have Reason to flatter ourselves with the happiest Consequences from the joint Efforts of the Fleet & Army, since there can be no misunderstanding between the two Commanders, united by Friendship & Affection. I have troubled the General with a long Letter the Contents of which I need not repeat, as I conclude it is the same as if I had addressed them to Your Lordship.

The Congress is using every possible means to induce France to espouse their Cause, and the Naval Preparations making there must raise Suspicions here as if their Agents met with too much Encouragement. What Effect the late Victory will have upon the French Councils, We have not yet heard, what We perceived here was that the Spanish Ambassador shewed the greatest Satisfaction, at our Success, whilst the French Minister looked disappointed and dejected.

The declaration of Independency has staggered many of the former Advocates for America. Among others I hear Lord Cambden says, there is no supporting the Americans upon their present ground. Indeed the Leaders of the Rebellion have acted as I could have wished, & I trust that the deluded People will soon have

recourse to your Lordship for Mercy & Protection, leaving their Chiefs to receive the Punishment they deserve.

I shall be happy if you will honour me with any Commands, as I shall have the greatest Satisfaction in obeying them.

I am my Lord with great regard &ca

1. Germain Papers, CL.
2. Battle of Long Island.

#### M. GARNIER TO VERGENNES <sup>1</sup>

[Extract]

London, 18 October, 1776

The English islands are suffering more and more from scarcity and the cost of victuals, as from the multiple takings of the American corsairs. The news of three new ships taken on their return from the West Indies was received this week, and the most moderate calculations place the value of losses during this year by English commerce at 600 thousand pounds Sterling.

People are even more alarmed today by the taking of the vessel *Susanne* coming from Oporto. It was taken near Cape Lizard in the Channel by a corsair of 8 guns. The English vessel carried between 60 and 70 thousand pounds Sterling, but the Corsair which took it is, we are assured, itself held at Bilbao, where it had put in.<sup>2</sup> It had also taken a transport vessel from Cork, and three other vessels. What is certain is that the Government does not know what to do to protect its transports everywhere and also the national commerce from which it has however, great interest in not raising a clamor. Since almost all the frigates and corvettes are already at sea for this reason, the British are of necessity beginning to use ships of the line, although they are less appropriate for this kind of service.

1. AMAE, Correspondance Politique, Angleterre, vol. 518, LC Photocopy.
2. *Hawke*.

#### PRINCE MASSERANO TO THE MARQUIS DE GRIMALDI <sup>1</sup>

[Extract]

London, 18 October 1776

. . . And Y. E. should also know that the knowledge here of ships being readied in the Ports of France can also be the cause of wishing to be prepared for any event, with sea forces opposing those of that Power and ours if we be of a mind to disturb the peace. In addition to this, as almost all its frigates and smaller war vessels are off the American coast, they [English] must make use of ships of the line here to protect the merchant ships going to our seas and into Italian waters, where Americans are constantly capturing vessels. Perhaps this is the reason orders have been issued to cruise the English Channel in the three 64-gun ships *Exeter*, *Ardent*, and *Somerset*, which are among those guarding the Ports and carrying a crew of 500 and six months provisions. . . .

1. AHN, Estado, Legajo 4281, Apartado 2, LC Photocopy.

#### GIAMBATTISTA PIZZONI TO HIS GOVERNMENT IN VENICE <sup>1</sup>

[Extract]

London, 18 Oct 1776

. . . It is however beyond doubt that the Americans continue to capture many English ships both in American seas and European waters, as frequently there is

news unfavorable to this place. Three more ships having fallen into Colonial privateer hands, according to latest reports, notices are anxiously awaited on the fate of a ship departed from Lisbon with a considerable sum of money; also unknown is the whereabouts of a packet which left Lisbon a few weeks ago, on board which was Mr. de Horta, Minister of the Portuguese Court to Holland. For this reason these merchant ships, hopefully expecting some relief from the government, are in the meantime increasing their crews and installing some guns to resist the privateers they may meet on the voyage. These precautions have lowered the cost of insurance somewhat, and the English government order issued to commission a number of 12-gun and 14-gun corvettes to escort merchant convoys bound for Spanish and Portuguese ports, and inbound from them, may not reduce the premium rates of such insurance very much. . . .

1. Papers of the Senate, ASV.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN MARK ROBINSON,  
H. M. S. *Worcester*, SPITHEAD <sup>1</sup>

Whereas we intend that His Majestys Ship under your command shall proceed as Convoy to the Trade bound to Portugal, Spain & the Mediterranean; You are hereby required & directed so soon after the 25th of this Month as the Wind shall have been fair for the space of 24 Hours to bring the Ships from the Downes, to make enquiry for, and take under your Convoy all Ships & Vessels bound to the Parts abovemention'd & then to proceed down Channel til you get off Falmouth where upon your hoisting a Jack at the Foretop Gallant-Mast head the Trade from thence will join you, and taking them also under Your Convoy you are to see the Ships bound to Oporto, Lisbon & Cadiz into their respective Ports & then to proceed with such of the Trade as may be bound up the Mediterranean to Gibralter where you are to leave them to pursue their several Voyages

You are to remain in Gibralter Bay for the space of Twenty one Days after Your arrival & then taking under your Convoy all Ships & Vessels bound to Great Britain or Ireland that are ready & willing to accompany you, see them in safety to Spithead or as far as your way & theirs may lie together, transmitting to our Secretary an account of your arrival & proceedings & waiting there for further Orders

Upon your arrival at Gibralter you are to write to His Majts Consul at Cadiz to acquaint him with the Day you intend to sail from thence & to enquire whether there will be any homeward bound Trade ready to accompany you by that time & in case you learn from him that they will, You are to call off Cadiz for them & Convoy them to England or as far as your way & theirs may lie together, but as you are not upon any Account to go into Cadiz You are to settle a signal for their coming out to join you upon your appearing off the Port. Given &c 18th Octo 1776

By &c P S

Sandwich J Buller H. Palliser

1. PRO, Admiralty 2/101, 345-46.





*Jeronimo de Grimaldi*

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JAMES ROBERTSON,  
H. M. SLOOP *Hound* <sup>1</sup>

Whereas upon the application of the Merchants trading from Bristol to the West India Islands, We have thought fit to appoint His Majestys Sloop under your command, together with the *Favorite* Sloop, to Convoy the Trade from thence to the West Indies: You are hereby required and directed to take the *Favorite* under your command (her Commander being directed to repair to Bristol & obey your Orders) and to take under your Convoy all Ships & Vessels bound from Bristol to the Leeward Islands & Jamaica & putting to Sea with the first opportunity of Wind & Weather after the 30th of this Inst (if the *Favorite* shall then have joined you or as soon afterwards as she does) make the best of your way with them to the Island of Barbadoes; And having seen the Trade bound to that & the Neighbouring Islands & safe into Carlisle Bay, you are to proceed on to the Island of Antigua; And having seen the Trade bound thither & to the Islands in the Neighbourhood of it into St John's Road you are to leave the *Favorite* there with Orders to her Commander to make the best of his way to join Vice Adml Young wherever he may learn he is & to follow his Orders for his further proceedings.

You are then to proceed yourself with the remainder of your Convoy to Port Royal in the Island of Jamaica & putting yourself under the command of Vice Adml Gayton follow his Orders for your further proceedings. Given &c 18th Octo 1776

Sandwich J Buller H Palliser

Capt Robertson – *Hound* – Kingroad  
By &c P S

1. PRO, Admiralty 2/101, 346–47.

PHILIP STEPHENS TO VICE ADMIRAL CLARK GAYTON, JAMAICA <sup>1</sup>

Sir 18th. Octr 1776

His Majesty's Ship *Glasgow*, by which you will receive this, being appointed to convoy the Trade bound from England to the Leeward Islands & Jamaica: and being also ordered to convoy the Trade bound to West Florida as far as Jamaica: I am commanded by my Lords Commissrs of the Admty to signify their direction to you, upon the Arrival of the said Ship at Jamaica, to appoint a proper Convoy to see the Trade bound to West Florida in safety thither. I am &c.

P. S.

By the *Glasgow*  
Duplicates sent the 1st Jany 1777 By the Packet

1. PRO, Admiralty 2/553, 93.

*Public Advertiser*, FRIDAY, OCTOBER 18, 1776

London [October 18].

Letters from Lisbon bring Advice, that the Merchants there (by Permission) are fitting out armed Ships to cruize against the Americans, and those they take they are determined to treat as Pirates. These armed Ships are to be joined by



some Portugeze Men of War, in order to clear the Coast of Portugal of the American Privateers now cruizing there.

19 Oct.

PHILIP STEPHENS TO WILLIAM EDEN <sup>1</sup>

Sir,

19th October 1776

My Lords Commissioners of the Admiralty having received a Letter from Mr John North, a Midshipman of the Navy, who was put on board of the *General Conway* Storeship to superintend the navigating her to Quebeck, giving an account of his having siezed and brought to Falmouth a Brig laden with Gunpowder, arms Woolens &c said to be bound from Rotterdam to St Eustatia, but supposed to be intended for His Majestys Rebellious Subjects in North America; and their Lordships having also received a Letter from Captain Kempe Commander of His Majesty's Sloop the *Wolf*; upon the same Subject; I am commanded by their Lordships to send you herewith Copies of the said Letters and to acquaint you, for Lord Suffolks Information, that their Lordships have directed their Solicitor to take the opinion of Council as to the Steps that may be proper to be pursued respecting the said Brig. I am &c.

P: S:

P: S: Their Lordships understand that the Brig abovementioned is called the *Twee ge Broeders*, and that Hendrick Ferhost is Master of her

1. PRO, Admiralty 2/553, 93-94.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

My Lord

19h October 1776

I had the honor to receive on the 28h ultimo by Mr Robarts your Lordships Letters of the 28h of July, 8h and 14h of August, and on the 10h instant by Major Cuyler, two of the 31st of August, and one of the 3d of September giving an Account of your arrival at Staten Island, of your being joined by the Commodores Sir Peter Parker and Hotham, and of your proceedings from the date of your Letter off of Halifax All which, with their several Inclosures were immediately laid before my Lords Commissioners of the Admiralty; and in return I have the satisfaction to acquaint you that their Lordships very well approve of the whole thereof, but more particularly the judicious measures your Lordship took for landing the Troops with so much expedition on Long Island, and the disposition you made of the Fleet for co-operating with the Army.

My Lords have great satisfaction in the Account your Lordship has given of the Abilities and diligence shewn by Commodore Hotham and Captain Davis of the *Repulse*, in conducting to your Lordship the Transports under their respective Convoys: and their Lordships are well pleased with the Spirit and perserverence of Captain Parker and the Small Squadron which had been sent up the North River under his Conduct at the request of General Howe.

Their Lordships are glad to find that you have concurred in a Proposition that has been made to you for an exchange of Prisoners: and they have no doubt that the measures your Lordship has taken to prevent the decrease of the Complements of the Ships under your Command, will have a good effect.

My Lords will confirm the Appointments your Lordship has made not only of Officers to the Ships under your Command, but those of Agent Victualler, Master Attendant and Agent to Transports; and as Captain [Alexander] Scott, late of the *Experiment* was under the necessity of quitting her to return to England on account of the Wounds he received in the late attack upon the Fort on Sullivan's Island, their Lordships are pleased to dispense with that restriction in your Instructions, respecting the appointments of Officers to which your Lordship alludes, and to leave it to your Lordship to confirm in such manner as you shall judge proper the appointments made by Sir Peter Parker in consequence of Captain Scotts Resignation.

No time was lost in transmitting to the Board of Ordnance an Extract of so much of your Lordships Letter of the 14th of August as relates to the want of ordnance Stores, and I have the honor to acquaint your Lordship that in consequence thereof three Storeships are now laden in the River with a supply for the Fleet under your Command, and nearly ready to sail for Spithead, from whence they will be conveyed to your Lordship by the *Thames*, Captain [Tyringham] Howe, who will likewise take under his Convoy the *Elephant* laden with Naval Stores and a Victualler laden with the Sour Krout mentioned in my former Letter.

I have only to add that my Lords approve of your Lordships permitting Lord Shuldham to return to England in the *Bristol*, and to repeat the assurances of the great regard with which I have the honor to be &c

P: S:

(By Major Cuyler)

Duplicate sent by the Packet 6 Novr

Triplicate sent 20th Novr By the *Thames*

1. PRO, Admiralty 2/553, 100-03.

#### LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Whereas we have received undoubted information that His Majestys Rebelious Colonies in North America do find a means of carrying on a Trade to the Islands of St Croix & St Eustatia & of supplying themselves with Gunpowder; Arms & Ammunition from those Islands; And Whereas His Danish Majesty, by his Edict of the 4th of October 1775 has forbid His Subjects to send, for the purpose of Traffic either for their own account or that of others, unto His Islands or Colonies in America on board Ships carrying His Flag or provided with His Sea passports any Ammunition or other Commodities whatever serving for Warlike Ammunition & considered as Articles of Trade; And Whereas their High Mightinesses the States General by their Proclamation dated the 28th of August 1775, have prohibited for the Term thereinmentioned all exportation of Ammunition Gunpowder, Guns & Shot by Ships belonging to the Dominions of Great Britain & have enacted that no Gunpowder, Guns, Shot, or other Instruments of War, shall be embarked on board any other Ships, whether Foreign or belonging to that Country to be transported Abroad without permission of the College of Admiralty, (Copies of which Edict & Proclamation are herewith enclosed); You are hereby required & directed to have a particular attention to the suppressing the practices abovementioned, which are so contrary to the Declaration of the abovementioned Powers and so

highly detrimental at this time to His Majestys Service; And, to that end, you are notwithstanding former Orders, to appoint such a number of the Ships & Vessels of your Squadron as you shall judge necessary to Cruize off the Ports of the said Islands of St Croix & St Eustatia and on such other Stations as you shall judge most likely for intercepting & seizing all such Vessels as shall be found employed in the said practices taking due care not to infringe the just protection which such Powers have a right to give within their Ports to Ships of all Nations. Given &c 19th Octo 1776

Sandwich J Buller H Palliser

By &c PS By the *Glasgow*.

1. PRO, Admiralty 2/101, 361-62.

“EXTRACT OF A LETTER FROM MR. ANDREW RAY, MASTER OF THE *Anne of Burntisland*, TO HIS OWNERS, DATED ON SHIPBOARD AT DOVER, OCTOBER 19.”<sup>1</sup>

We left Cork on the 27th September, and on the 5th of October had the misfortune to be taken by an American privateer of eight guns and twelve swivels, two or three leagues from Burlins, at ten o'clock forenoon. At six o'clock the same day, they took a brig belonging to London; and, having made prisoners of us all, with a fresh gale of wind, run right out to sea with both ships, till the 7th, being better weather, the privateer lay to, and having ordered us to hoist out our boats, the men belonging to the privateer fell to plundering the prizes of provisions, and all the ships stores they could take out of them. They then put on board my ship one Capt. Strutland, from the Mediterranean for Dublin, and twelve of his men, whom they had taken three or four days before; one Captain Ray, from London, for Lisbon, with six of his men; and the Portuguese pilot, whom he had got on board two or three hours before he was taken; and myself with my men. The Captain of the privateer had previously given a letter to Capt. Strutland, making a present of my ship to the two captains and me, equally amongst us, a copy of which letter I have sent you, as they would not trust me with the original. I know this disaster will surprize you as much as it did me, having no notion that any American privateers were so far to the eastward. Captains Strutland and Ray insisted to have the ship carried to London, and we are now off Dover, with the wind at S.W.

1. *Whitehall Evening Post*, October 31 to November 2, 1776. An item in the same issue reads: “On the 5th instant, the *Anne of Burntisland*, Andrew Ray master, was taken near Lisbon, by an American privateer called the *True Blue*. The same day, she took the *Betsey* belonging to London, Matthew Ray, Master; and, some days before, another ship from the Mediterranean, bound for Dublin, commanded by Isaac Strutland.”

## 20 Oct. (Sunday)

LORD SANDWICH TO LORD NORTH<sup>1</sup>

Sunday morning, 20th October 1776.

My dear Lord – Sir Hugh Palliser came to me this morning by appointment that we might consider what steps are necessary to be taken in the present alarming situation. The accounts of the French armaments multiply so fast that I must tell your Lordship that every hour is precious, as the French are certainly greatly ahead

in their preparations, and I dread the consequence of their being at sea before us. I enclose some fresh accounts I have just received from Lord Weymouth, as also one paper sent me by your Lordship's order, by which you will see that there can no longer be a doubt that everything is going on in the French ports with the utmost alacrity; if you will give Sir Hugh Palliser and me leave, we will wait on your Lordship presently to talk the matter over and to consider what is advisable to be done. If we have not our Cabinet meeting till Thursday, we shall lose four or five days, which as we have lost so much time already is a matter of great importance.

Your Lordship will find Sir Hugh Palliser's examination of a master of a ship which has been taken and carried into Bilbao, from whom it appears that several American privateers are actually arming in that port, as also that one of the Treasury victuallers of 16 guns has suffered herself to be surprised by a privateer of 8 guns and 60 men. I am [etc.]

Sandwich

1. Barnes and Owen, eds., *Sandwich Papers*, I, 216–17.

#### NATHAN RUMSEY TO THE MARYLAND CONVENTION <sup>1</sup>

Gentlemen

An Ardor for the Success of the present Continental Cause, will I doubt not excuse a seeming Impropriety in my addressing a Body with the Members of whom I have the Honor of claiming little or no Acquaintance.

I am here during the War, and my Connection with Mr Penet (for whose Character I refer You, Gentlemen, to the Secret Committee of Congress) influences me to request that preference in your Business which we have already been honored with from the Secret Committee of Congress.

Much pains have been taken to obtain a possibility of doing the American Business from hence, which I have the Satisfaction of informing you have met with such Success as renders it in our power to supply the Continent with any Articles they please.

The Articles wch may be imported to Advantage from hence, are Vitrey Linens fit for coarse Shirting or Sails: Coarse Cloths for Soldiers or Negroes Cloathing and Blankets, with all kinds of Military Articles.

Letters directed to Penet & Rumsey to the Care of Mr John Gruel of this City; Messrs. Reculeux De Basmarein & Raimboux Merchants in Bourdeaux, or Mons Stepham Cathalon of Marseilles, will be carefully forwarded. With the utmost Respect, I am Gentlemen [&c.]

Nathan Rumsey

Nantes October 20th 1776.

1. Red Book, XI, Md. Arch.

**21 Oct.**

#### PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

My Lord

21st October 1776

The Guardships and other Ships fitting out being distressed by the want of Petty Officers, so great a number having been appointed to superintend the naviga-



tion of Transports and Treasury and Ordnance Victuallers and Storeships to North America; I am commanded by my Lords Commrs of the Admiralty to recommend it to your Lordship to send to England by the first opportunity that may offer such of those Petty Officers as are now with, or may hereafter join your Lordship, to the end that they may be employed in His Majesty's Ships.

And as their Lordships hope that there may not be occasion for the employing in North America for the future so great a number of Agents to Transports as are now there, I have it also in command to recommend it to your Lordship to send to England as soon as conveniently may be, such of those agents as your Lordship may think can be spared without prejudice to the Service. I have the honor to be &c

P: S:

(By Major Cuyler)

Duplicate sent the 20h Novemr 1776

(By the *Thames*)

1. PRO, Admiralty 2/553, 103-04.

*Public Advertiser*, MONDAY, OCTOBER 21, 1776

London [October 21].

The *Friendship*, Nاستل; the ———, Moulpied, and the ———, Ahier, from St. Croix, bound for Guernsey, are all taken by the Americans.

The *Charming Mary*, Halliday, is taken by an American Privateer, between Newry and Dublin, where she was going to join the Convoy, which was intended for the Protection of the Linen Ships, on the News of some Americans being on the Coast. The above Ship is valued at Seventy thousand Pounds.<sup>1</sup>

The American Vessel, which put into Bilboa, was detained by Order of the Consul there. She mounts only eight Guns, and says, when she left Rhode Island, she had 50 Men; but having taken a Transport that mounted 14 Guns, and a Ship (the *Susannah*) from Oporto, with 300 Pipes of Wine, and a very valuable Cargo in Specie, besides three other Ships, she has put all her Men on board except 14, the Number she brought into Bilboa.

Fourteen Sail of the Fleet which sailed from Jamaica, consisting of 118 Vessels, are arrived at the several Ports.

The above Fleet, like most others, left the Men of War when they thought themselves out of Danger; in Consequence of which we have already received Advices, that one of them was taken in Lat. 36, and it is feared we shall soon hear of several more.

1. *Public Advertiser* in the October 22 issue corrected this report and noted that *Charming Mary* had arrived safely in port.

*London Chronicle*, SATURDAY, OCTOBER 19 TO TUESDAY, OCTOBER 22, 1776

London [October 21].

A letter received from a Midshipman on board the *Lady Keith*, armed schooner at Jamaica, gives the following account:

Our Admiral seeing the necessity there was (from the number of small American privateers hovering about the Islands) to fit out some armed vessels to cruise



against them, I was therefore, with another Midshipman, a Lieutenant, and 50 men, put on board a schooner which was purchased for government, and in compliment to the Governor called after his Lady. She is a swift sailer, and we have been very lucky in her, having taken in the first three weeks of our cruise two prizes, one of them laden with gunpowder and other stores. We chased another American vessel (a rich one I believe) into St. Domingo, where, luckily for her, she got shelter. As we are always at sea, we have taken seven prizes, which we have carried into Kingston, to the no small satisfaction of the Island, four of them being laden with provisions, which fetched us a very good price from the great scarcity; the rest of the prizes we have turned into money, which is quickly done here, and as quickly spent.

MARQUIS DE GRIMALDI TO COUNT DE ARANDA <sup>1</sup>

Confidential No. 11

Escorial, October 21 1776

Most Excellent Sir:

In a letter dated the 10th of the current month in your own hand, Y. E. informed the King of the conversation you had with Vergennes regarding the help which the Court there has disposed to have shipped to the rebellious Colonies of America, and that the mentioned Minister let you read a note stating all the articles and their amount, and having received a copy, you enclosed it in the mentioned letter.<sup>2</sup>

I have brought it all to the attention of H. M. It is sure that the objective can be vital and our common aims very useful; that the King desires to contribute to its achievement. But as we spoke only of a million pounds, and as Vergennes' first proposal did not plan to extend more, there cannot be, at least for now, any further contribution by us beyond that already delivered, and it is what was offered. Y. E. will easily be persuaded that at this time of such exorbitant extraordinary expenditure as we have incurred in the past year, we must economize to face the present and the immediate future.

In the mentioned memorandum copy which Y. E. sends me there is at the end the question of whether the Americans would be allowed to take to our American ports the vessels they might capture from the Portuguese. On this point the King tells me to say to Y. E. that since our Law of the Indies prohibits access by foreigners to the dominions of H. M. except for cases of emergency, we cannot therefore order that as a general rule privateers of the Colonies be admitted with their Portuguese prizes; but they will be welcome in case of need, and there will be that much less difficulty affecting Portuguese prizes as the Marquis of Casa Tilli has orders to seize any Portuguese Ship he meets in the seas of America, to compensate for and in reprisal for what the Portuguese have practiced against us. Y. E. may say such to that Minister [Vergennes] so he can make the American Insurgents understand it in answer to their question.

God keep etc.

1. AHN, Estado, Legajo 4072, LC Photocopy.

2. The long list of articles referred to as being enclosed in Aranda's letter of October 10 was prepared by Beaumarchais and was as follows:

300 thousand weight of gunpowder  
30 thousand muskets

3 thousand tents	
200 cannons, foregun carriages and all furnishings	
27 mortars, mortar beds, etc.	
100 thousand round shot	
13 thousand bombs.	
And the purchase [?] of 8 transport vessels.	
The personal effects of about 30 officers and advances for three months pay.	
The complete suiting of 30 thousand men is made up of 95 thousand ells of cloth for soldiers' uniforms	
150 thousand ells of drag net gauze for lining	
42 thousand ells of cloth to line breeches, pockets, etc.	
30 thousand pairs of woolen stockings	
120 thousand dozens of soldiers' buttons	
30 thousand openings	
30 thousand ells of cloth for officers	
24 thousand ells of drag net cloth	
18 thousand ells of cloth to make officers' shirts	
18 thousand dozens of buttons for officers	
180 thousand ells of shirting cloth for soldiers	
15 thousand pounds of thread in various colors	
1 thousand pounds of silk	
100 thousandweight of ordinary needles	
100 thousandweight of small awls	
30 thousand pocket knives	
30 thousand woolen hats	
24 thousand ells of woolen shag	
30 thousand neckerchiefs	
30 thousand handkerchiefs	
30 thousand pairs of shoes	
30 thousand pairs of garter buckles	
600 baits of tin plate	
This shipment of clothing amounts to about	
two million five hundred thousand livres-----	2, 500, 000
munitions and vessels amount to about the same-----	2, 500, 000
The money advances for officers and crew of the vessel-----	600, 000
	<hr/>
	Total 5, 600, 000

AHN, Estado, Legajo 4072, LC Photocopy.

22 Oct.

*Public Advertiser*, TUESDAY, OCTOBER 22, 1776

London [October 22].

Captain Pearce, of the *Dick*, arrived at Liverpoole from Jamaica, in Lat. 40, engaged a Rebel Privateer, who after a Skirmish of two Hours, sheered off; he supposed her a Sloop of ten or twelve Guns. There was a Ship in Company with her, which he took to be a Prize, but it being in the Night could not be certain.

NICHOLA GIANSAnte TO HIS GOVERNMENT IN NAPLES <sup>1</sup>

[Extract]

. . . The various ships, coming to this Port, report the existence of a great number of American pirates among the Islands and between the Strait of Gibraltar and the Channel, where they continue to raid all British ships. Last week arrived here the crews of seven ships captured along the Coast of Portugal. The few Cap-

tains of this Country who still are in this Port, prefer to refuse all cargoes instead of exposing themselves on the open seas.

Lisbon, 22nd Oct. 1776

1. Foreign Affairs, ASV.

23 Oct.

LORD SANDWICH'S PROPOSALS TO GEORGE III <sup>1</sup>

Octo: 23. 1776

A general Press without delay.

The Guardships to be manned to their War Establishment.

The Guardships at Chatham & Plymouth to proceed immediately to Spithead.

The 12 Ships of the Line that are ready to recieve men to be put into Commission.

More Ships to be got in readiness to recieve men.

Shipwrights to work extra.

To encrease the number of Shipwrights and Ropemakers

Navy Board to compleat all stores if any are deficient

Notice to be sent to Minorca & Gibraltar to be on their guard

All the Frigates building in the Merchants Yards to be hastened, without waiting for seasoning.

To compleat the stores & provisions of all the Guardships for their full complement of men.

To advise Ld Howe of the equipment in France & Spain, and to direct him by the first conveyance to send home all the Petty Officers that have been sent out in Transports & Storeships

To apprise the Treasury & Ordnance that no more Petty Officers can be spared.

State of Ships that may be ready in the course of twelve months if the above mentioned measures are immediately carried into execution

Guardships in Commission . . . . .	23
Ships of the Line in America . . . . .	2
in the Mediterranean . . . . .	1
in the East Indies . . . . .	1
ready to recieve men . . . . .	12
on the serviceable list . . . . .	27
more that will be ready within the year . . . . .	12
may on an emergency do for foreign service . . . . .	5

83.

1. Sir John Fortescue, ed., *The Correspondence of King George the Third from 1760 to December 1783* (London, 1927, 1928), III, 396-97. Hereafter cited as Fortescue, ed., *Correspondence of George III*.

*Public Advertiser*, WEDNESDAY, OCTOBER 23, 1776

London [October 23].

Letters on Monday from Senegal bring advice, that six Sail of American vessels are slaving on the coast of Africa; they are all armed ships, mounting from 12 to 16 guns each.

"EXTRACT OF A LETTER FROM BRISTOL, OCT. 23."<sup>1</sup>

Yesterday Capt. Carter arrived here, who was taken by the American privateer that engaged the *Africa*, Capt. Baker, of this port, on the coast of Portugal, which blew up (as mentioned lately).<sup>2</sup> He says the names of the three persons who were saved belonging to the *Africa* are Richard Smith, James Linsey, and James Taylor. Capt. Baker fought the privateer six hours, and they were so close together as to converse with each other. Baker declared to the Captain of the privateer, that he would not be taken whilst he had a man to fight. What is very extraordinary, not one of the hands on board the privateer was either killed or wounded.

1. *London Chronicle*, October 24 to October 26, 1776.

2. Massachusetts privateer *Rover*, Captain Simon Forrester.

24 Oct.

*Public Advertiser*, THURSDAY, OCTOBER 24, 1776

London [October 24].

A Correspondent has desired, through the Channel of our Paper, to inform the Public, that it has appeared from the Account received of the several Captures, which have of late been made by Rebel Cruizers, that their Success has been owing to the following or such-like Stratagem:- On coming in Sight, the Cruizers always hoist English Jack, Ensign and Pendant; and on being hailed, pretend to be King's Vessels, charged with Dispatches going to or coming from America. Their appearance favouring those Pretences, the Ships against which they have Design, are generally put off their Guard, and are then immediately boarded and taken. But when the Attempt has been on a Ship, whose Commander could not be so easily imposed on, but on the contrary has shewn Intention of making Resistance, the Cruizers have always sheered off.

The Captain of the *Bristol* Man of War says, that on crossing the Banks of Newfoundland he learnt, that the American Privateers had been very troublesome on that Station; that they pillaged several Vessels, and that some had run on Shore to escape being taken.

The *Rachel*, Henry, from Granada, and the *Hope*, Quince, from St. Vincent's, were re-taken by the *Galatea* Man of War the 26th and 29th of August, and are carried into New York, and would sail for England under Convoy of the *Bristol* Man of War.

By the *Mary's Goodwill*, Capt. Lawrance, we have the following advices: - That he sailed from Jamaica with the Fleet on the 9th of August; that they were becalmed on their Passage upwards of three Weeks; that he quitted the Convoy with several other Ships, and on the 20th of Sept. spoke the *Galatea* Frigate, in

Lat. 37. Long. 60, who left New York four Days before, and was then out on a Cruize after the American Privateers that swarmed in that Latitude; he told Capt. Lawrance, that he might expect, in less than 48 Hours to be taken, and that he had already retaken two ships one from Grenada, and the other from St. Kitts, and sent them into New York; and further, that New York was in the Hands of the King's Troops on the 15th of Septembér. It blew hard at this Time, and Capt. Lawrance therefore could not hear any Thing further from her . . .

Capt. Lawrance, after meeting with the Frigate, was chased by an American Privateer, but it blowing very hard he outsailed her, and got clear.

## 25 Oct.

*Public Advertiser*, FRIDAY, OCTOBER 25, 1776

London [October 25].

The Americans call the West India Islands their Plantations, and it appears, by the Number of Captures which have been taken within these six Months, that they can call them so with as much Propriety as Great Britain; for as many of their Ships are carried to North America as are brought to England.

Two American Privateers are taken and carried into St. John's, Newfoundland; and by Letters from thence of the 20th of Sept. a large Fleet sailed a few Days before for a Market under Convoy of a Man of War, and another Convoy would sail in October.

The *Catharine*, Oram, and *Polly*, Elford, were taken by an American Privateer in Sept. last on the Banks of Newfoundland.

Letters from Faro mention, that several American Privateers, carrying 12 and 16 guns each, have been seen off the Coast, and that they had taken two or three Prizes.

Advice is received, that the *Galatea* Frigate, after retaking two of our homeward bound ships, sailed for Bermuda, to release a vessel which was blocked up there by the American privateers.

## 26 Oct.

"EXTRACT OF A LETTER FROM LIVERPOOLE, OCT. 26." <sup>1</sup>

In a Letter which was brought by one of our Jamaica-men, which arrived this Week, I have an Account that two Days before this Letter was wrote there arrived in Montego Bay his Majesty's Sloop of War *Pomona*, with two American Prizes; the one a large Ship of 700 Tons, mounting 22 Guns, bound from Cape Francois to Boston with Bale Goods. She has on board 12,000 Pair of Shoes, and several Medicine Chests, which the Provincials are greatly in Want of. The other a Brig, with Flour and Lumber, bound to Guadaloup. These two make 23 Prizes which this Vessel has took since the Commencement of this unhappy War.

On Wednesday the 23d inst. arrived here the Ship *Hereford*, Captain Walker, from Granada, who says, in Lat. 39 N. and Long. 49 W. from London, on the 29th of September, at Daylight, he discovered a Sloop in his Wake giving him Chace; he was steering E. N. E. at the same Time he saw a large Ship upon his Bow hauling up towards him, and came along Side, and sent her Boat on board.



She proved to be the *Unicorn* Frigate of 28 Guns; at the same Time the Sloop still kept on, and came so near that he could discern her Colours to be the American 13 Stripes. The Sloop came up along Side the Frigate before he discovered who she was. The Frigate, in five Minutes, had every Sail set, and Top-gallant Yards up, and kept firing Vollies of small Arms into the Sloop, she making an Attempt to get away, but the Frigate fired a Broadside into her, and laid her on board and struck the Colours, the Americans having quitted the Decks. Captain Walker then run up and spoke the Frigate; they told him she was a Sloop of 12 Six Pounders, two Cohorns, and full of Swivels, and he supposes about 170 Men, had been out of Boston about six Weeks; that there was a Schooner of 16 guns bore E. S. E. from them, and desired Capt. Walker to mind to shape his Course so as to keep clear of her. He further told him that the Fleet was all well in Soundings, with the last Division of Hessians designed for New York.

1. *Public Advertiser*, London, October 29, 1776.

LORDS COMMISSIONERS, ADMIRALTY, TO COMMODORE SIR EDWARD VERNON <sup>1</sup>

Whereas we have received Information that His Majts Rebellious Subjects in North America have fitted out a great number of Vessels this Year for the Whale Fishery on the Coast of Brasil, and that several Rebel Privatiers are to cruize in those parts with a view of making Capture of the Ships fitted out from Great Britain for that Fishery, which is chiefly carried on along the outer edge of the Banks upon that Coast, You are hereby required and directed in your Passage to the East Indies after having pass'd the Equinoxtial Line, to endeavour in your way, to keep along the Coast of Brasil a little without Soundings until you come into the Latitude of 34. South, diligently looking out for any Privatiers, or other Vessels belonging to His Majestys Rebellious Subjects, and using your best endeavours to take or destroy such of them as you may fall in with; And in case of meeting with any Ships belonging to Great Britain you are to caution them to be on their Guard. Given &c. the 26th October 1776.

To Sir Edward Vernon Knt  
Commr in Chief &c. &c.  
in the East Indies.

Sandwich  
J. Buller  
Palmerston.

By &c. P. S.

1. PRO, Admiralty 2/101, 375-76.

*Public Advertiser*, SATURDAY, OCTOBER 26, 1776

London [October 26].

The *St. James*, Wilson, from Jamaica to Bristol, was taken the 19th of May by the *Comet* Privateer of 18 Guns and 90 Men, who, with the *St. James* going to Charles-Town were chased by the *Sphynx* Man of War. The Privateer got over the Bar, but the *St. James* ran on shore, and was burnt by the Man of War. The Mate, who brings this Account, came to Bordeaux in the *Dolphin* loaded with Rice and Indigo. Five others were loaded, and bound for the same Place, and were to carry back Powder and Ammunition. . . . On Board the Privateer who took the *Blaze Castle* was the Boatswain, Carpenter, and several Seamen, all Volunteers

belonging to the *Anna Maria*, Pringle, from Barbadoes, who was taken by the Americans, and carried into Rhode Island.

“EXTRACT OF A LETTER FROM MORLAIX, OCT. 26.”<sup>1</sup>

On Friday last two American vessels, (brigs about 150 tons each) arrived in the port from Williamsburg, in Virginia, loaded with tobacco; a kind of Merchant or Supercargo came in one of them, who is gone to the King's Commissioners (the Farmers of the Revenue of Tobacco) in order to dispose of the cargoes, as no one can purchase it but them. The crews are very shy in speaking about America, &c. for fear, I suppose, of offending the French Laws. I asked one of them how they dared venture into the English Channel? when he told us there was work enough cut out for the British navy in America if it was, double the number it is; and that therefore they did not expect to meet with any ships of war so near their own ports.

1. *Whitehall Evening Post*, November 9 to November 12, 1776.

## 27 Oct. (Sunday)

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE<sup>1</sup>

My Lord

27th Octr 1776

My Lords Commssrs of the Admty having received a Letter from Lord Weymouth, one of His Majts Principal Secretaries of State informing their Lordships of a Complaint made by the Spanish Ambassador of the Conduct of Capt. [Maximilian] Jacobs with regard to a Spanish Ship called the *Virgen del Carmen* by ordering some Packets directed to his Catholick Majts Officers at Cadez to be opened, and signifying His Majesty's Command that enquirey may be made into the said Complaint, I am commanded to send your Lordship herewith an Extract of so much of the said Letter as relates thereto, and to signify their Lordships direction to you to enquire into the Matter complained of, and report to them how you find the same to be. I have the honor to be &c.

P. S.

By the *Thames*

1. PRO, Admiralty 2/553, 127-28.

## 28 Oct.

PHILIP STEPHENS TO VICE ADMIRALS JAMES YOUNG AND CLARK GAYTON<sup>1</sup>

Sr

28th Octr 1776

Lord Weymouth, One of His Majesty's Principal Secretaries of State having transmitted to my Lords Commrs of the Admty Copy of a Paper delivered by Monsr Garnier, charged with the Affairs of the Court of France containing an Extract of the Desposition made at Bourdeaux by Alexander Dubrouch Master of the French Ship *Hercules* setting forth the Proceedings of the Commander of His Majts Sloop the *Pomona*, which are considered as irregular by that Court, and signifying His Majesty's Pleasure that the necessary enquiry be made into the said Complaint; I am commanded by their Lordships to send you herewith a Copy of

the said Paper, and to signify their direction to you to enquire into the Matter complained of and report to their Lordships how you find the same to be I am &c.  
P S.

Vice Adml Young – Antigua }  
By the *Glasgow* }

the like to

Vice Adml Gayton at Jamaica – Ship *Antelope*  
By the *Glasgow*

1. PRO, Admiralty 2/553, 126.

PHILIP STEPHENS TO VICE ADMIRAL CLARK GAYTON <sup>1</sup>

Sir

28h October 1776

My Lords Commrs of the admty having received a Memorial from the Merchants trading to the River Mississippi and West Florida, praying that orders may be given for a Ship of War to cruize at the Mouth of the Mississippi for the protection of the Trade, and to rendezvous there between the 15 of March and the 1st of april next, or at Pensacola or such other convenient place as shall be thought meet; and to take the Trade bound from the Mississippi, Mobile, and Pensacola under her Convoy quite home; I am commanded by their Lordships to send you the inclosed Copy of the said Memorial, and to signify their direction to you to appoint a Convoy for the Trade beforementioned accordingly if it can be done consistently with the other important Services entrusted to your care I am &c

P: S:

By the *Glasgow*

Duplicates sent the 1st Jany 1777 By the Packet

1. PRO, Admiralty 2/553, 131.

PHILIP STEPHENS TO ANTHONY TODD <sup>1</sup>

Sr

28th Octr 1776

Having communicated to my Lords Commissrs of the Admiralty your Letter of the 26th instant expressing the Post Master Generals approbation of the Conduct of Mr Robards, a Midshipman, charged with dispatches for Government on board the *Sandwich* Packet Boat, upon her being attacked by a Rebel Privateer in her passage for New York, and recommending him in their Names, for some mark of their Lordships Favour for his good Behaviour on the above Occasion, I am commanded to acquaint you, for the information of the Post Master General, that their Lordships have promoted Mr Robards to a Lieutenancy in the Navy. I am &c.

P. S.

Post Office

1. PRO, Admiralty 2/553, 129.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN RICHARD BICKERTON,  
H.M.S. *Princess Augusta*, DEPTFORD <sup>1</sup>

By the Commissioners for executing the Office of  
Lord High Admiral of Great Britain and Ireland  
&ca and of all His Majesty's Plantations &ca

In pursuance of His Majesty's Order in Council dated the 28th day of October 1776, We do hereby Impower and Direct you to Impress, or cause to be Impressed, so many Seamen, Seafaring Men, and Persons whose occupations and Callings are to work in Vessels and Boats upon Rivers, as shall be necessary either to Man His Majesty's Ship under your Command, or any other of His Majesty's Ships, giving unto each Man so Impressed One Shilling for Prest Money. And, in the Execution hereof, you are to take care, that neither yourself, nor any Officer authorized by you, do demand or receive any Money, Gratuity, Reward, or other Consideration whatsoever, for the Sparing, Exchanging, or Discharging any Person or Persons Impressed or to be Impressed, as you will answer it at your Peril. — You are not to intrust any Person with the Execution of this Warrant but a Commission Officer, and to insert his Name and Office in the Deputation on the other side hereof, and set your hand and Seal thereto. This Warrant to continue in Force til the 31st day of December 1776. And, in the due Execution thereof, all Mayors, Sheriffs, Justices of the Peace, Bailiffs, Constables, Head boroughs, and all other His Majesty's Officers and Subjects whom it may concern, are hereby required to be aiding and assisting unto, and those employed by you, as they tender His Majesty's Service, and will answer the contrary at their Perils. Given under our hands, and the Seal of the Office of Admiralty, the twenty eighth day of October 1776.

Sandwich. H. Penton H. Palliser.

By Command of their Lordships. Ph<sup>p</sup> Stephens.

1. PRO, Admiralty 2/101, 388-89.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN RICHARD BICKERTON,  
H. M. S. *Princess Augusta* <sup>1</sup>

Whereas we have given Orders to the Commanders of His Majesty's Ships *Bedford* at Woolwich, and *Aeolus* at Deptford, to cause one Lieutenant from each of those Ships with such a number of their Master's Mates, Midshipmen and Seamen (including the Yachts Men now on board the former) and have also ordered the Captains of the Ships and Yachts named in the Margin to cause as many of their Petty Officers and Seamen as you shall desire, to attend you at such time as you shall appoint; And whereas we have also directed the Captain of the *Bedford* to order the Lieutenants Commanding the *Sandwich* and *Concord* Tenders, and have directed Lieut [Richard] Pickersgil of the *Lyon* Armed Vessel, to attend you with their respective

*Royal Charlotte*  
*Mary*  
*William & Mary*  
*Katherine*  
*Fubbs*



Lt Jno Buchanan  
 " David Maitland  
 " Stepn Sandys  
 " Thos Allen (2)  
 " Thos Hewson

Vessels in such manner as you shall direct; And whereas we have likewise directed Captain [James] Kirk, the Regulating Captain in Town, to order the Lieutenants named in the Margin with their Petty Officers to attend you at such time as you shall appoint; And have directed the Navy Board to cause you to be supplied from His Majts Yards at Deptford and Woolwich with such Boats &ca as you shall desire; You are hereby required and directed to take the whole under your Command and direction, and dispose of them as you shall judge best for Impress- ing as many Seamen and Seafaring Men on the River Thames as possible, agreeable to the Warrants which you will herewith receive, and which you will deliver to the several Persons to whom they are directed (filling up the Blanks of those for the Lieuten- ants of the *Bedford* and *Aeolus* with their respective Names) and you are to begin the Press accordingly at such time this Evening as you shall think proper, sending down to the *Conquistador* at the Nore, or if she cannot contain the whole, to the *Mars* at Blackstakes, as soon as conveniently may be, the Men which shall have been pressed, and reporting to us to morrow morning the Number you shall have procured.

And whereas we intend that Captain Kirk shall order the Lieutenants employed at the several Rendezvouses in Town (ex- cept those abovementioned) to press at the same time as many Seamen and Seafaring Men as they possibly can, agreeable to the Warrants with which he will furnish them, and have directed him to advise, settle and adjust with you the best method for making the said Press, and to station the Tenders under his direc- tion as shall be judged most proper for receiving the Prest Men; You are to advise and adjust matters with Capt Kirk accordingly.

And as we have for the more ready execution of these Orders, directed Captain [Richard] Edwards of the *Mary* Yacht, and Captain [Christopher] Atkins of the *Aeolus* to assist you therein, You will concert measures with, and employ them, in such man- ner as you judge proper. Given &ca the 28th of October 1776.

Sandwich H. Penton H. Palliser.

By &ca P S.

1. PRO, Admiralty 2/101, 383-85.

*Public Advertiser*, MONDAY, OCTOBER 28, 1776

London [October 28].

Only 23 out of 118 sail of ships, which came under convoy from Jamaica, are yet arrived at the different ports in England, which gives great pain to the merchants, there being such a swarm of American privateers out to intercept them;



and the underwriters act with so much caution, that they cannot get one of them re-insured without a very large premium.

Letters from Newfoundland bring advice, that many of the ships which are loaded for England are detained there for want of convoy, for they dare not stir out on account of the number of American privateers; which privateers are supplied by the French with what fish they want. Some of them take in large cargoes, carry them to foreign markets, and are convoyed (out of the reach of the English men of war) by the French men of war.

29 Oct.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL SIR JAMES DOUGLAS <sup>1</sup>

Having ordered the Complements of His Majesty's Ships named on the other-side hereof to be increased to the Number of Men against each respectively express'd, their Stores to be completed to a proper proportion for Channel Service, and their Provisions to four Months of all Species except Beer, of which they are to have as much as they can conveniently stow; You are hereby required and directed to give Orders to their respective Captains to use all possible dispatch in getting their Complements increased by entering able bodied Landmen, as well as Seamen, and taking in such an additional quantity of Stores and Provisions as may be necessary to complete what they may have on board, to the abovemention'd proportions accordingly; And having so done, those in the Harbour are to go out to Spithead, and with the others now there, to be kept in constant readiness for the Sea. Given &c. the 29th October 1776.

To Sir James Douglas,  
Vice Admiral of the Red & Commr  
in Chief of His Majts Ships & Vessels  
at Portsmouth &c.

Sandwich  
C. Spencer  
H Palliser

By &c. P. S.

	<u>Men</u>
<i>Barfleur</i>	750
<i>Centaur</i>	600
<i>Couragous</i>	600
<i>Culloden</i>	600
<i>Egmont</i>	600
<i>Hector</i>	600
<i>Resolution</i>	600
<i>Royal Oak</i>	600
<i>Exeter</i>	500
<i>Worcester</i>	500

1. PRO, Admiralty 2/101, 399. A similar order the same day was sent to Vice Admiral John Amherst, at Plymouth, increasing the complements as follows: *Ocean*, 750; *Albion*, 600; *Foudroyant*, 600; *Torbay*, 600; *Boyne*, 520; *Somerset*, 520; *Belle Isle*, 500; *Nonsuch*, 500, and *Raisnable*, 500. In conclusion, the order read: "And having so done, to hold themselves in constant readiness for the Sea," PRO, Admiralty 2/101, 400.

**30 Oct.***Public Advertiser*, WEDNESDAY, OCTOBER 30, 1776

London [October 30].

Monday Night upon the Flood Tide, about twenty Boats properly mann'd and officer'd came up the River from Deptford and Woolwich, when a General Press began, and every Man was taken on board the several Ships they boarded, except the Master, Mate and Boys.

The Number of Men impressed as above is variously reported: some say 1500, others 2000, but it is most generally thought that it did not exceed 8 or 900.

Monday Night Press Warrants were sent down to all the Western Ports to impress as many Seamen as possible for the Service of the Navy, and, it is supposed the Press will be general through all England.

A private Letter from Jamaica says, there is a very great Plenty of Seamen at that Place, many of whom leave the Merchant Ships soon after their Arrival at Kingston, and enter on board the Men of War, armed Cruizers, and Privateers, to act against the Americans, on account of the great Success they meet with in taking Prizes. The Crew of a Privateer fitted out at Kingston, it is said, has already shared upwards of 70 l. a common Sailor, Prize-Money.

**31 Oct.**EXTRACTS FROM PARLIAMENTARY DEBATES <sup>1</sup>

[October 31, 1776]

This led his grace [Duke of Richmond] to that part of the speech,<sup>2</sup> which says, "I still hope that all misunderstandings may be removed, and Europe continue to enjoy the blessings of peace; I think it nevertheless necessary, that we should be in a respectable state of defence at home." This, he said, was a most alarming piece of information. If any explanation was wanting, the press-warrants lately issued would serve as the best comment; they justified our apprehensions; they confirmed our fears, and the more so, when we recollected, that the greatest part of our only sure bulwark, our navy, was on the other side of the Atlantic.

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The Earl of Sandwich said, he should not have troubled their lordships, had not the noble duke, who spoke last, alluded to some matters, which, as connected with the office at which he had the honour to preside, he looked upon himself particularly called upon to explain. The noble duke asserted, that the greatest part of our force was on the other side of the Atlantic, and that we were left defenceless at home. The first of these assertions was not founded in fact; for out of 28,000 seamen, with one of the most formidable fleets this country ever beheld, 15,000, including the marines who were doing duty on shore, as well as on board the ships of war, and two line of battle ships, were only on the other side of the Atlantic: and as to the other assertion, that we were left in a defenceless state at home, it was equally ill-founded; for we had a naval force at this instant ready for sea, fully sufficient for our defence and protection. We had the most ample assurances

from those courts, of their pacific and friendly dispositions; if they should turn out otherwise, we are prepared for the worst. He said, he looked upon it to be his duty, as an official man, to take care, that the navy, which was our only national defence, should be in the best condition in his power. He was happy to inform their lordships, that it was so, and he was determined that this kingdom should be prepared for any event that might happen.

The Earl of Sandwich said, he could assure the House from his own certain knowledge, that before any late preparation was made on our part, we had a naval force sufficient to cope with any now at Brest, fitting out there, or preparing to depart. The armament alluded to was but a small one, consisting only of six ships of the line; but if it had been greater, we were sufficiently prepared.

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[Earl of Shelburne] why dispatch your press-gangs in every quarter of town? why let loose so many bands of ruffians, to enter by force into people's dwellings, to drag the unhappy master of a numerous family from them, aboard a tender, where perhaps the first account they hear of him is, that he died of grief and vexation, or of the cruel usage he received before or during his passage to, or being aboard at the Nore. His lordship, however, was proud to find, that by the spirited conduct of the lord mayor of London (Mr. Sawbridge) a stop had been put to those horrid outrages within the limits of his jurisdiction. He had refused to back press-warrants, though it was insinuated by those that applied, on his refusal, that the request was merely complimentary, for that the press would be carried into the city. He said, if any proof were wanting of the unpopularity of the present barbarous war, that honest magistrate's conduct, as expressing the sentiments of the inhabitants of the first city in the empire, perhaps in the world, was the most irrefragable and conclusive.

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Mr. Wombwell said, no press was better conducted than the present. He approved of the Address, and disapproved of the Amendment. He censured the Americans as a bragging, cowardly banditti.

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Mr. Wilkes. The hon. gentleman who spoke last endeavours to mislead the House. It is certain that no pressing has at this time been carried on in the city of London, or its liberties. No press-gangs have dared to make their appearance in that jurisdiction. Those lawless bands of cruel banditti very prudently chose other scenes of horror and bloodshed of less danger to themselves. The city has hitherto remained in perfect tranquillity, by the vigilance, intrepidity, and noble love of liberty, which are conspicuous in its present worthy chief magistrate. The conduct of administration, Sir, in the late issuing of press-warrants, before they had tried the operation of the high bounty, is totally unjustifiable. The speech now in your hand, Sir, is so very pacific, that the large bounty of 5*l.* for every able, and 50*s.* for every ordinary seaman, promised in last Saturday's Gazette, might safely, for a short time at least, have been trusted to, the emergency not being

thought very critical. From the minister's own state of public affairs there was no danger in the experiment. Much cruelty and bloodshed had been avoided, many valuable lives preserved.

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[Mr. T. Townshend] As to the state of the navy, there are one or two very striking features in it, that differ much from what we saw last war. We had 12 or 13,000 Americans in our navy. It is unnecessary to say where they are now. They are making reprisals upon our defenceless trade. We have besides, about 15,000 seamen in our fleet in America. What a draught from the general naval force of this country! We have, as you are told, a very fine fleet of ships of the line: but can ships of the line protect your trade, or alone prevent an invasion? Where are your frigates and sloops? Almost all in America. I have been told, and by men who sat many years at the board of Admiralty, with, perhaps, the greatest officer this country ever saw at the head of its navy, that in times of an apprehended invasion, fifty, sixty, seventy of these frigates and sloops were constantly and necessarily employed. What proportion of them can you now command?

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Lord North. It has been said, that we are stripped of our home naval defence; that though we should procure seamen, and have a sufficient number of line of battle ships ready for sea, the absence of our frigates would prevent us, for some time, at least, from carrying on any effectual naval operations. To this, a very short answer will suffice: we have several frigates at home; there are some building; and if it were not so, we could procure a sufficient number to answer every purpose we want, or wish at present to effect. The armament going on in France, which has been this night so mightily magnified, is but a small one. It consists of six ships of the line and four frigates. They are, it is true, putting their navy on a respectable footing; they have made a demand on the registers. These preparations import nothing directly hostile; their assurances of their pacific disposition towards us are as strong as words can make them: but I repeat once more, that his Majesty's ministers have thought proper to advise him to the present armament, by way of precaution.

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Admiral Keppel said, that things had an extreme disagreeable appearance. He asserted, from the most authentic information, that Spain had 25 ships of the line, but believed them to be ill-manned with marines. In respect to France, it was otherwise. Their registers commanded seamen, and their military force was known to be sufficient to furnish any number of men they might want, to serve on board their ships of war. He concluded with lamenting, in case of a rupture with France or Spain, the absence of that useful and necessary part of our naval force, our frigates and sloops of war.

1. *The Parliamentary History of England from the Earliest Period to the Year 1803* (London, 1813), XVIII, 1379-1427. Hereafter cited as *Parliamentary History*.
2. George III's speech opening the session, October 31, 1776.



*Public Advertiser*, THURSDAY, OCTOBER 31, 1776

London [October 31].

Yesterday a full Board of Admiralty was held at the Admiralty Office, Whitehall, at which the Right Hon. the Earl of Sandwich was present, and several other Lords, when the Returns of the Number of Men pressed into his Majesty's Service on Monday, as near as could be made out, were laid before the Board, which proved to be 1100. Two Hundred fresh Impress Warrants were signed at the Board, and fresh Instructions sent off by Messengers to Portsmouth, Plymouth and Chatham relative to the forwarding the Shipping at those Places.

By Letters received by Yesterday's Post, we learn, that the Press for Sailors was as hot on Monday in all the Sea-ports in the Kingdom, as in the Thames; and by Accounts received of the Number already got and entered, they amount to about 5000, which is Half the Number that is wanted.

It is said Lord Howe has ordered all the Cruizers to carry those Ships they may take from the Provincials, loaded with Lumber, to the West India Islands to be disposed of, on Account of the great Scarcity there.

1 Nov.

*The General Advertiser. Liverpool*, FRIDAY, NOVEMBER 1, 1776

A correspondent who has kept an account of the ships taken by the Americans, which come to his knowledge, says they amount to ninety-three.

By a letter from Lisburne [Lisburn], dated October the 15th, we learn that an American privateer came to anchor in the harbour of Newry on the 13th inst. and demanded provisions, for which payment was offered. She mounted 18 carriage guns, had 125 men on board, and is a new vessel well built. She remained but a few hours, then weighed anchor and sailed to the northward. Those who observed her under way think her a remarkably swift sailer.

WILLIAM KNOX, UNDER SECRETARY OF STATE, TO PHILIP STEPHENS <sup>1</sup>

Sir,

Whitehall 1st November 1776

Mr [John] Boddington having just now informed me that the *Richmond* and *Nottingham* Storeships were in readiness to go down the River this day and that they might be expected to arrive at Portsmouth by Sunday Evening, but that the *Lord Amherst* had part of her Loading to take in which could not be put onboard until she fell down below Woolwich, and that the time of her Sailing could not therefore be ascertained; I have acquainted Lord George Germain therewith, and his Lordship considering the great Strength of that Ship and being unwilling that the Trade of His Majesty's Subjects should suffer any interruption for which there is not the most absolute Necessity, directs me to desire you will acquaint the Lords Commissioners of the Admiralty that he has no objection to their Lordships ordering the Convoy for the West India Ships to proceed to Sea as soon as the *Nottingham* & *Richmond* Store Ships shall have joined them, without



waiting for the *Lord Amherst*, if she does not arrive before they put to Sea. I am &ca

Will<sup>m</sup> Knox

1. PRO, Colonial Office, 5/254, 106.

*Mercure de France*, DECEMBER 1776

London, November 1

As a result of a proclamation by the King on October 16, which promises a bonus to anyone who will enlist as sailor on board Royal ships, rendezvous have been opened in the ports of the three kingdoms for those who volunteer their services with good intentions. This proclamation seems to have been intended to assure that there would be no coercion. Two days later there were issued from the Admiralty orders requiring all citizens of appropriate qualifications, and especially merchant seamen, to enlist.

These orders, which were necessary to speed up the arming of several ships, required the signature of Lord Sandwich, who has always been opposed to any kind of coercion, and caused disturbances in several places.

The Admiralty received a letter from Lord Howe which was published in the Extraordinary Gazette of the Court, giving details of what the Sea forces did in the capture of New York by His Majesty's troops.

MARQUIS DE NOAILLES TO VERGENNES <sup>1</sup>

[Extract]

London, 1 November 1776

We now know, My Lord Count, the reasons for the impressment. It is a question of manning an observation force of 27 ships of the line whose rendez-vous point is off Spithead. It is reported that the force will be under the command of Admiral Keppel; however, he has not yet been appointed. The Admiralty's order, sent out the evening before the opening of Parliament, states that full complements will be assigned to those ships making up this force, independently of nine other ships which it had been decided previously to bring up to fighting strength.<sup>2</sup>

This tremendous build up which is presently going on and which will be completed in less than a month, no longer makes it possible to predict how long peace will last. . . .

As for the military operations in America, it is announced that the campaign in Canada is finished. General Burgoyne had another plan to carry out, for he was to cross the Lakes and move to the center of the rebellious colonies where he would join forces with General Howe. What do the latter's successes amount to? When the awaited news is received concerning the seizure of the island of New York, it will still only be the capture of an island less than six miles wide by thirteen miles long. More than 1,500 miles of coastal areas to an undetermined depth will remain to be captured. An agreement must therefore be quickly made on the necessity of another campaign to subdue America. His Britannic Majesty says officially that his subjects must prepare themselves for any eventuality. It remains to be seen whether it will be a final campaign in America or the first one in Europe. . . .

You will see, My Lord Count, by the attached report the necessary number of men to man the observation fleet, amounts to 17,400 men. You will have noticed by the last report on ports that the total of crew members on board the guard ships does not amount to more than 7,000. The press gangs on the Thames have not produced 1200 men. Most of the men withdrew into the city for protection; progress was slow after the first instance of surprise. Every trick was used for the success of this operation. The Admiralty had previously announced to the traders of the West Indies that a convoy was being readied to escort their ships. The Admiralty had also put up posters to the effect that the *Worcester*, which, still in Portsmouth, would be leaving Spithead on 25 October to escort loaded ships to Spain, Portugal, and the Mediterranean. Finally, the Secretary of the Treasury was not afraid to assure the President of the India Company that the Government, at this time, had no thought of using press gangs. With these assurances, ship owners hastened to assemble their crews to sail their ships; while, without knowing it, they were promoting the Government's objective, i.e., to find the right moment to make a good showing. The sailors of the India Company fought back, as well as sailors of some privately owned ships. A naval lieutenant was killed, and there were about thirty men drowned or wounded. We are informed from Portsmouth that the press gangs were out on the nights of the 30th and 31st; however, results were meager. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 519, LC Photocopy. Louis Marie de Noailles was French ambassador in London.

2. See Lords Commissioners, Admiralty, to Vice Admiral Sir James Douglas, October 29, 1776.

"EXTRACT OF A LETTER FROM PORTSMOUTH, NOV. 1"<sup>1</sup>

On Wednesday night the press began at this place and its environs, and a number of seamen were got from the homeward bound ships. Near 30 of the outward bound ships arrived here this day. The *Sandwich*, *Magnificent*, *Monarque* and *Europa* were this day put into commission, and ordered to be victualled for five months, as are the ten guardships now at Spithead, and are to hold themselves in readiness to sail at the shortest notice.

1. *Whitehall Evening Post*, October 31 to November 2, 1776.

2 Nov.

*Whitehall Evening Post*, THURSDAY, OCTOBER 31 TO SATURDAY,  
NOVEMBER 2, 1776

London, November 2.

On Wednesday the Lord-Mayor gave strict orders to his Officers to make a search after the Officers of the two press gangs who violated the liberties of the City, by impressing near 50 hands at Billingsgate, which put a stop to the fish being unloaded. If they can take them they are to be carried before his Lordship.

Two Lieutenants of the navy waited on the Lord Mayor on Wednesday night, intreating his Lordship to back their warrants for impressing men in the city. His Lordship told them, that during his Mayoralty he would not back a warrant; and if they pressed a man in the city, he had ordered his Officers to take them into

custody. The Officers alledged, that they could not pass the streets without being insulted by the sailors.

Yesterday 50 Captains of ships waited on the Lords of the Admiralty for protections for their sailors, which were immediately granted them.

The press warrants, we hear, will be suspended this day till further orders.

SILAS DEANE TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

[Extract]

Paris Novr 2d 1776.

Sr I had the honor of writing to you a few Days before I left Philadelphia, since Which I am so unhappy as to be Without any intelligence from the Colony, Either public or private, except what Newspapers affords, the whole of which has amounted to nothing, either determinate, or of importance—I have not had Leisure to Visit, as I intended, the different Manufactories of this Kingdom, on my Journey from Bourdeaux I visited the Capital Foundry of the Kingdom for Cannon, they cast the Cannon solid after which they put it on a strong frame, or bed, on Which it is turned by a Water Wheel, & With Chisels as in a Turners lath[e] fashioned & polished, at the same time by a succession of Augres, it is bored, to the size Designed, the Augre by a spiral direction constantly presses on as it cutts the metal; Four Men will bore out a Twelve pounder in a Day in these Works – At present Numbers of projects are started in this Kingdom for makeing Cannon on a New Construction, both cheap, & light, it is proposed to Use wrought or barr Iron, cemented with. Copper, the experiment has not as yet been Compleated, Whenever it is, I shall be informed of its success—I recollect that Doctr Franklin, was of Opinion, that Wood, might be so secured wth. Hoops as to answer, this Thought is worth Attending to as the fullest Experiment may be made with very little expence, it may be ridiculed for its simplicity, & the experiment formerly made in Your Neighborhood quoted as a Case in point against it, but I would by no means be discouraged by one, & that so partial an Experiment, I would Add to the Hoops an Inch Rope wooled as the Sailors term it over the whole . . .

A Number of brave, & experienced Officers, with large Supplies Will be with you, by the Time You receive this; I will not Attempt to give your honor, an Idea, of the extremely critical, & delicate situation, in Which I have been for the last Three, or Four Months, at this Court—Without direct intelligence from America to support me & the whole Force, or rather Art & Influence of Great Britain against me, Nothing but the Justice of the Cause, & the Countenance of some great, & Good Men, inspired by Heaven, to interest themselves, in Our behalf, could have Carried Me through, What I have engaged in, & finally have, I trust, happily effected, – Every one here, is friendly to America, & the Eyes of Europe, are fixed on that Quarter of the Globe, as the Assylum for persecuted Liberty; & as the place from Which, an intire Change Will rise & be effected, in the present system, as great as that Occasioned by the first discovery of America, then emphatically called the New World. The Officers going out will probably land in some part of New England & should any of them, pass thro' Conneticut I have told them your honor will be happy in Affording them every Assistance, and Accommodation they may

want. I have no time to add save that I am as ever with the greatest Esteem & Respect [&c.]

S. Deane

1. Trumbull Papers, V, 259a, 259d, ConnSL.

4 Nov.

*Whitehall Evening Post*, SATURDAY, NOVEMBER 2 TO TUESDAY,  
NOVEMBER 5, 1776

London, November 4.

The *Friends Delight*, a transport, in lat. 36, having lost her convoy in a gale of wind, was attacked by an American sloop privateer, which the transport, with only 18 men and four six pounders, beat off, and obliged to make the best of her own way.

5 Nov.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN THOMAS PASLEY,  
H. M. S. *Glasgow*, SPITHEAD <sup>1</sup>

By &c.

<p><i>Ware</i> <i>Northampton</i> <i>Elizabeth</i> <i>Georgia Packet</i></p>	<p>You are hereby required and directed to take under your Convoy the four Transport Vessels named in the Margin, lately arrived at Spithead from Dublin, with Captain Commandant Dalrymple's Troops on board, and see them in safety to Jamaica when you proceed thither, agreeable to the Orders you are under. Given &amp;c. the 5th Novr 1776</p>
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Sandwich J. Buller Lisburne

By &c. P. S.

1. PRO, Admiralty 2/101, 425.

*Whitehall Evening Post*, SATURDAY, NOVEMBER 2 TO TUESDAY,  
NOVEMBER 5, 1776

London, November 5.

The *Nancy*, Keys, from Antigua, and *Nelly* frigate, Bradstreet, from Honduras, both for London; the *Perkins*, Jenkins, from St. Augustine for Bristol; and *Peggy*, Kennedy, from Halifax for New-York, are all taken by the Americans, and carried into Boston.

The *Ann*, Duncan, from Dominica, which was taken some time ago by the Provincials, is retaken, and brought into Portsmouth, under the command of Lieutenant Forbes.

The *William*, Moore, from Boston, which is arrived in the Downs, had been taken by the Provincials, and was afterwards purchased by the passengers, that they might proceed to England.

The *Nancy*, Jackson, from Jamaica, is arrived at Liverpool, after being chased seven hours, by a rebel sloop, off the Eastward of Bermuda.



GABRIEL DE SARTINE TO ADMIRAL LOUIS CHARLES DU CHAFFAULT, BREST <sup>1</sup>

Versailles, 5 November 1776

I am sending you, Sir, the general instructions relative to your campaign and the particular instructions which will determine your line of conduct in the various circumstances which might occur while you are cruising off the Windward Islands and with regard to the orders you will give to the ships and frigates that you will detach from your Squadron and direct to cruise off St. Domingo. His Majesty's intentions are clearly explained in the instructions I have been instructed to send you and I need not enter into further details with respect to the object of your mission. I will only observe to you that with regard to the American vessels belonging to the Insurgents which you might meet at sea or in the Ports and Roads in America, His Majesty will approve that you help them secretly as much as circumstances will permit without, however, granting them open assistance and protection except in the event that they would have asked for the protection of the Flag whose authority you will heedfully enforce in all cases without ever compromising the forces entrusted to you. I am convinced, Sir, that you will feel all the importance of the mission which the King has given you and that you will use the greatest circumspection in all your movements and avoid carefully anything that may cause objections on the part of Great Britain.

His Majesty counts on your caution as well as on your firmness and the King is sure that, according to the circumstances, you will use one or the other fittingly in order to support his views and justify his confidence in you.

His Majesty also expects from your zeal in his service that you will give the greatest attention to the expenditures on board the ships and frigates of your Squadron. You cannot recommend exactness with enough insistence to the captains and officers in charge of provisions and stores as to the expenditures and replacements. They cannot help but feel the responsibilities imposed by the King's confidence and the dictates of their personal scrupulousness. The least negligence on their part could not be tolerated. You will please to acquaint them with the items concerning them in this letter and in the General Instructions and give a copy thereof to each captain.

By giving you the command of his Squadron His Majesty could not show you, Sir, a more distinguished proof of his satisfaction with regard to your zeal and services. You may remain assured that in all occasions I shall endeavour to bring these under the eyes of the King and I sincerely hope that circumstances will soon enable me to solicit for you the marks of gratitude which you may rightfully claim.

I have the honour to be with sincere attachment etc.

1. AN, Marine, B<sup>1</sup>, 134, LC Photocopy.

6 Nov.

LORD SANDWICH TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

[Extract]

Admiralty, 6th November, 1776.

... In my former private letter, your Lordship will observe that I have promised you every reinforcement you think necessary to be with you in the spring, and you may depend upon my adhering to that engagement; but the conduct of



France and Spain is so mysterious that it is impossible to say what demands we may have for line of battle ships in the course of the winter; however, as I have already said, the important service in which you are employed shall not be starved, and as I shall know all your wants time enough, you may trust to me that they shall be amply supplied. If we had more 40- and 50-gun ships, it seems to me that they would answer your purpose better than 3rd-rates, on account of their smaller draught of water; for I apprehend what you principally want the larger ships for is their great complement of men and number of boats, and this might in some degree be supplied in the 4th- and 5th-rates by allowing them additional boats and a large number of supernumeraries; however, in all this matter, I shall rely on your superior judgment, and get to know your sentiments by the next opportunity.

Nothing can be more proper than what your Lordship proposes in wishing that some mark of honour may be conferred by his Majesty on Captains Parker and Wallace. I heartily wish you had suggested what particular mark of favour from the King you had in view for those meritorious officers, that I might have been certain of gratifying them to the full extent of their wishes, and in such a manner as to raise a spirit in the fleet to emulate their merit and to deserve equal marks of distinction. However, after turning it over in my thoughts, I can see nothing suitable at the present moment but the honour of knighthood, which, being conferred in consequence of your Lordship's recommendation of them in time of actual war, will I think reflect great credit on them and add double weight to the honour conferred. Your Lordship may also add further to the favour in the manner of conveying it to them by letting them know, in as public a manner as you may think proper, that I have the King's particular command to inform them that he is greatly pleased with what he has heard of their behaviour during the whole progress of this unfortunate war, and that he sends them this proof of his gracious approbation of their conduct. Before I quit the subject of Captain Wallace, I must mention that long ago, upon Admiral Shulldham's having wished he might have a larger ship, the Admiralty sent out a commission for him to command the *Experiment* [50], but we still find him in the *Rose* [20] and have never heard what is become of our commission. . . .

1. Barnes and Owen, eds., *Sandwich Papers*, I, 163–66.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

My Lord

6h November 1776

I had the honor to receive by Captain Balfour on the 2d Instant your Lordships Letters of the 18h and 25h of September last, and immediately communicated them to my Lords Commrs of the Admiralty; In return I am commanded to acquaint you that their Lordships have the greatest satisfaction in the accounts you have therein given of the further successful Progress of His Majesty's Forces against the Rebels in the province of New York.

The repeated notice your Lordship has taken of the abilities and distinguished Resolution of the Captains Parker and Wallace does great honour to them and is highly pleasing to their Lordships, as are the meritorious Services of the other Officers particularized in your Lordships Letters. My Lords have also a just sense

of the Merit of the Masters and Crews of the Sea Transports your Lordship mentions

The sudden departure of the Pacquet Boat, by which I send this will not admit of my adding more than that I have transmitted to the Board of ordnance an Extract of so much of your Lordships first-mentioned Letter as relates to the want of ordnance Stores, to the end that they may provide a proper assortment to follow the supply mentioned in my Letter of the 19h ultimo which supply it is hoped will very speedily sail under Convoy of the *Thames* (now waiting for them at Spithead) a specification whereof is herewith inclosed for your Lordships previous information. I have the honor to be &c

P: S:

(By the Packet same day)

Duplicate sent 20th Novr By the *Thames*.

1. PRO, Admiralty 2/553, 164-65.

*Whitehall Evening Post*, TUESDAY, NOVEMBER 5 TO THURSDAY,  
NOVEMBER 7, 1776

London, November 6.

The *Shark* sloop of war has carried into St. Kitt's, a large ship from Port au Prince, which she took under Spanish colours; she is laden with cloathing chiefly, and has besides about five tons of gunpowder, and 2000 musquets; she was bound to Salem. The cruizers on that station have been exceeding fortunate, one sloop of 10 guns having shared near 100 l. sterling each man.

The *Queen of England*, Arnaud, from London to America; the *Mary and Elizabeth*, Bruce, from Barbadoes to Halifax; the *Georgia Diana*, Rigan, from Grenada to London; the *Carolina Packet*, Fowle, from Antigua to London, the *Anna*, Dudfield, from the Leeward Islands to Great Britain; the *Charming Sally*, Steel, from ditto to Bristol; and a ship from Jamaica to London, which sailed with the *Pallas*, with 372 hogsheads of sugar, 82 puncheons of rum, and 42 pipes of wine, are all taken by the rebels, and carried into New-England.

"EXTRACT OF A LETTER FROM DOVER, NOV. 6." <sup>1</sup>

This day arrived here the *Juno*, Manson, from Malaga. She was taken by an American privateer in lat. 38 . 53. north, and long. 11 . 8. west, but is as timely relieved by his Majesty's ship *Zephyr*, Capt. Robert Mann, who came up, and obliged the privateer to sheer off.

1. *London Chronicle*, November 7 to November 9, 1776.

SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE <sup>1</sup>

[Extract]

Paris 6th November 1776

Gentlemen The only letters I have received from you were 4th and 5th of June last five months since, during which time Vessels have arrived from almost every part of america to every part of France and Spain, and I am informed Letters from

Mr Morris to his Correspondents dated late in July. If the Congress do not mean to apply for foreign alliances let me intreat you to say so, and rescind your Resolutions published on that head, which will be but Justice to the powers of Europe to whom you gave reason to expect such an application. If I am not the proper Person to announce your Independency and solicit in your behalf, let me intreat you to tell me so and relieve me from an anxiety which is become so intolerable that my Life is a burthen. Two hundred pieces of brass Cannon and arms, Tents and accoutrements for thirty thousand men, with ammunition in proportion, and between twenty and thirty brass mortars have been granted to my request, but the unaccountable silence on your part has delayed the embarkation some weeks already. I yesterday got them again in motion, and a part are already at Havre de Grace and Nantes, and the rest on their way there, but I am hourly trembling for fear of Counter orders. Had I received proper powers in Season, this supply would before this have been in america, and that under the Convoy of a Strong Fleet; The disappointment is distracting, and I will dismiss the subject, after taking the liberty to which a Freeman and an american is entitled of declaring, that by this neglect the cause of the United States of North America has suffered in this, and the neighbouring Courts, and the Blood that will be spilt through the want of these supplies, and the devastations, if any, must be laid at this Door.

Captn Cochran being arrived at Nantes I sent to him to come to me, he is now with me and by him I send this with a packet of Letters. He can inform you of the price of american produce in Europe, the very advance on which will pay you for fitting out a Navy. Rice is from 30 to 50 Lives pr Ct Tobacco 8d and 9d pr lb, Flour and wheat are growing scarce, and rising, Masts, spars and other naval Stores are in demand, and the more so as a War with Great Britain is considered as at the Door.

. . . Enclosed you also have the plan of a French Naval Officer for burning Ships, which he gave me and at the same time shewed me his draughts of ships, and rules for constructing and regulating a Navy, of which I have the highest opinion; he has seen much service, is a person of study and Letters as well as Fortune, and is ambitious of planning a Navy for america, which shall at once be much Cheaper and more Effectual than anything of the kind which can be produced on the European system. He has the Command of a Ship of the Line in this Service, but is rather disgusted at not having his proposed Regulations for the Navy of France attended to. His proposal generally is to build Vessels something on the model of those designed by the Marine Committee, to carry from 24 to 36 heavy Guns on one Deck, which will be as formidable a Battery as any ship of the Line can avail itself of, and by fighting them on the upper Deck a much surer one. Had I power to treat with this Gentleman, I believe his Character and friends are such, that he could have two or three such Frigates immediately constructed here on credit, and manned and sent to america, but the want of Instructions or Intelligence, or Remittances, with the late check on Long Island has sunk our Credit to nothing with Individuals. . . .

1. Papers CC (Letters from Silas Deane and Arthur Lee, 1776-79), 103, 22-25, NA.

LORD STORMONT TO LORD WEYMOUTH <sup>1</sup>

[Extract]

Most Confidential

Fontainebleau Novr 6. 1776

Beaumarchais has hired L'Hotel de la Tour du Pin Veille Rue du Temple to establish his Bureaux there for what is called le Commerce des Piastres. Those Bureaux are to be opened on New Years Day. Three Millions of Livres have been advanced him to carry on this Commerce. I mean, My Lord, that that is the Pretence, the Secret Reason is to enable him to execute His american Commissions He has actually agreed with a great Cloth Merchant at Paris for Cloth, Lining, Buttons &c for Ten thousand Men, and He is now in Treaty with a M. Gerard a rich armateur at L orient and Brother in Law to M. Vincent a Banker at Paris to freight Two Vessels for america loaded with twenty thousand Stand of arms, and a large Quantity of Warlike Stores This M Gerard refuses to undertake unless the whole Value is paid Him beforehand.

Beaumarchais intends soon to return to England, one of the objects of his Journey is to purchase for the Navy of France a large Forest in the Neighbourhood of Colchester that is exposed to public Sale. This his Intention being known I hope, My Lord, that it will be easy to find Means to defeat it. . . .

1. PRO, State Papers, 78/300, 212-13.

## 7 Nov.

LORD SUFFOLK TO LORDS COMMISSIONERS, ADMIRALTY <sup>1</sup>

St. James's Novr 7th 1776

My Lords, I send Your Lordships inclosed Copy of a Memorial, I have received from Count Welderen Envoy Extraordy & Pleny from the States severely as also Copies of three Papers referred to therein. This Memorial represents, that the Vessel called the *Twee Gebroeders*, Henry Torhorst Master, bound from Rotterdam to St Eustatia, & laden with Cannon, Gun powder, Chests of Arms, Provisions, &ca has been stopt & brought into Falmouth Harbour by the *General Conway* Transport commanded by John North: And I am to signify to Your Lordships His Majesty's Pleasure that you should give immediate Orders for Enquiry to be made into the Reasons for the Detention of the said Vessel & Cargo; And that Your Lordships should acquaint me therewith, that I may return an Answer as soon as possible to Count Welderen's Memorial. I am &ca

Suffolk.<sup>2</sup>

1. PRO, Foreign Office 95/355, 304.

2. *The General Advertiser*. Liverpool, December 13, 1776, noted: "Heavy complaints are coming over from Holland, on account of our stopping and detaining several of their ships, on suspicion of carrying on an illicit trade with America."

*Whitehall Evening Post*, TUESDAY, NOVEMBER 5 TO THURSDAY,  
NOVEMBER 7, 1776

London, November 7.

The *Friendship*, Jones, from Grenada to London, is taken by the Provincials, and carried into Providence.

Capt. Smith, of the *Unity*, who arrived at Liverpool last Friday from Bilboa in Spain, and left that place the 24th ult. says, that two American schooner priva-



teers of 8 guns each sailed from thence the day before; the commanders names were Lee and Fletcher; one of them has taken five prizes, and the other was fitted out at Bilboa, to whom the Spaniards shewed every favour and indulgence possible; one of the five prizes was a transport of 16 guns, called the *Nancy*, bound from London to some part of America, which they took by stratagem, the Captain pretending his vessel to be a packet with dispatches for our Court, and invited the Captain and his officers to come on board, whom he immediately put in irons. Several vessels besides Captain Smith were at Bilboa, wanting freight, which they could not take on account of the privateers, the Captains having declared they would not touch vessels in ballast.

**8 Nov.**

*The General Advertiser. Liverpool, FRIDAY, NOVEMBER 8, 1776*

Recent accounts arrived at Cork, from the different sea-ports of France, confirm the great warlike preparations making in all the maritime provinces, by order of the court. Each province has been enjoined to send 3000 sailors to Brest and other Royal Ports. The single town of Havre furnishes 2400, Dunkirk 1000, and other places in proportion.

There were six or seven American vessels in Bourdeaux the 8th inst. two of which brought rice and indigo from South Carolina; and another discharged masts from Piscataque. They are even suffered to trade openly in the French ports.

Capt. Fletcher, of the *Clayton*, who is arrived here from Jamaica, saw in lat. 41, long. 54, a brig bearing from him E. the wind then at S. W. by S. she stood for the *Clayton*, with her larboard tacks on board, on which Capt. Fletcher imagined her to be a privateer, and immediately thought of a stratagem to keep his course, hawl'd up the ports, and let the people put their heads through, having first fixed pieces of white paper on their hats, to represent the muzzles of guns, and by this scheme the *Clayton* appeared like a 20 gun ship, and had the desired effect; the brig came within a mile and a half, and then bore away to the northward, with all the sail she could carry. Capt. Fletcher saw no other vessel like a privateer.

“A PROCLAMATION FOR RECALLING AND PROHIBITING SEAMEN FROM SERVING FOREIGN PRINCES AND STATES; AND FOR GRANTING REWARDS FOR DISCOVERING SUCH SEAMEN AS SHALL CONCEAL THEMSELVES.”<sup>1</sup>

George R.

Whereas We are informed, That great Numbers of Mariners and Seafaring Men, Our natural-born Subjects, are in the Service of divers Foreign Princes and States, to the Prejudice of Our Kingdom; We have therefore thought it necessary, by and with the Advice of Our Privy Council, to publish this Our Royal Proclamation; and do hereby strictly charge and command all Masters of Ships, Pilots, Mariners, Seamen, Shipwrights, and other Seafaring Men whatsoever and where-soever, (being Our natural-born Subjects) who are in the Pay or Service of any Foreign Prince or State, or do serve in any Foreign Ship or Vessel, that forthwith they, and every of them, do (according to their known and bounden Duty and Allegiance) withdraw themselves, depart from, and quit such Foreign Services, and return Home to their Native Countries. And farther, We do hereby strictly



prohibit and forbid all Masters of Ships, Pilots, Mariners, Seamen, Shipwrights, and other Seafaring Men whatsoever, (being Our Natural-born Subjects) from entering, and do charge and command them, and every of them, from hence forth, to forbear to enter themselves into the Pay or Service of any Foreign Prince or State, or to serve in any Foreign Ship or Vessel whatsoever, without Our Special Licence first had and obtained in that Behalf; to all which We expect due Obedience, and exact Conformity. And We do hereby publish and declare, That the Offenders to the Contrary shall not only incur Our just Displeasure, but be proceeded against for their Contempt according to the utmost Severities of the Law. And We do hereby declare, That if any such Masters of Ships, Pilots, Mariners, Seamen, Shipwrights, or other Seafaring Men, (being Our Subjects) shall be taken in any Foreign Service by the Turks, Algerines, or any others, they shall not be reclaimed by Us as Subjects of Great Britain. And We do hereby promise and declare, That a Reward of Two Pounds for every Able, and Thirty Shillings for every Ordinary Seaman, shall be paid any Person who shall discover any Seaman or Seamen, who may secret themselves, that no such Seaman or Seamen shall be taken for Our said Service by any of Our Sea-Officers employed for Raising Men, on or before the Thirty-first Day of December next; the said Rewards to be paid for any Seaman or Seamen so discovered and taken in and about London by the principal Officers and Commissioners of Our Navy; and at the Out-Ports by the Naval Officers (where there are any); and where there are no Naval Officers, by the Collectors of Our Customs, immediately upon a Certificate being produced to the said Principal Officers and Commissioners of Our Navy, Naval Officers, or Collectors respectively, by the Person who may make Discovery of any Seaman or Seamen as aforesaid, certifying his Name, and the Name or Names and Number of Seamen procured in consequence of his Discovery; the said Certificate to be given by such Officer as may take such Seaman or Seamen for Our Service. Given at Our Court at St. James's the Eighth Day of November, One Thousand seven hundred and seventy six, in the Seventeenth Year of Our Reign.

God save the King.

1. *London Gazette*, November 5 to November 9, 1776.

"DEBATE IN THE COMMONS ON THE NAVY ESTIMATES"<sup>1</sup>

Nov. 8. In the Committee of Supply, Mr. [John] Buller moved, "That 45,000 seamen, including 10,129 marines, be employed for the year 1777."

1. *Parliamentary History*, XVIII, 1449.

DR. EDWARD BANCROFT TO SILAS DEANE<sup>1</sup>

[Extract]

London Novr 8th 1776

. . . I have procured an Account from a Certain infallible Source; a Source from which a great part of the Contents of this Letter is derived, & from which most useful intelligence may be hereafter obtained, if we do not imprudently use what is given to us so as to lead to improper discoveries – you will recollect what I have before mentioned about a certain Ministers private Secretary – he says the Project is upon the arrival of Six thousand Hessians & near 3000 Recruits then hourly

expected at New York to Detach a Considerable part of the Army to take Possession of Rhodeisland, make it a Station for a Considerable part of the Fleet next Winter, and a kind of Marine Arsenal (Hallifax being too remote), and to send thither such a body of Land Forces as will be Sufficient to divide Genl Washingtons Army & perpetually to allarm & harass the Towns in the Coloney of Rhode island & Massachusetts Bay; another part of the Fleet is to Winter at Oyster Bay (on the East end of Long island), which is to be fortified; & a third is to be sent to Antigua, & from thence to be employed in Cruising against the American Vessels sailing to & from the French Islands –

Another part of the Fleet under Lord Howe (consisting altogether of 89 Frigates and Sloops with two line of Battle Ships) being in want of considerable repairs, is to return to England – A Knowledge of this allotment of the Navy may be of infinite Service in regard to your Projects; you will easily perceive that all approaches to New London, between New Port & Oyster Bay, must be dangerous – any where to the North ward will apparently be safe, as little or no force will be left at Hallifax; & I do not find that there will be any on the Coast of America, South ward of New Jersey – Two American Privateers having for some time Blocked up an English Sloop of War at Bermudas Lord Howe in Sept<sup>r</sup> Dispatched the *Galatea* Frigate thither to release her, & it is said that one or two others would be sent to Cruise in that Latitude, as the American Privateers made it their Station, & as the Congress have in an especial manner exempted the Inhabitants of that Island & their Effects from Capture, &c. . . .

The Sudden Press here was intended to intimidate France & partly to Obviate the Clamours of opposition respecting the defenceless situation of the Kingdom – but few Seamen are however collected by it, & of those the greatest part will be sent to Lord Howe who complains much of the Deficiencies of his Fleet – no such number of Ships as is given out, can be in any readiness for Service. . . .

1. Silas Deane Papers, ConnHS.

9 Nov.

*Whitehall Evening Post*, THURSDAY, NOVEMBER 7 TO SATURDAY,  
NOVEMBER 9, 1776

London, Nov. 9.

The *Betsey*, Crosthwaite, from Jamaica, is arrived at Liverpool. She engaged a Provincial schooner off the Banks of Newfoundland; the *Betsey* had only six four pounders.

The *Perkins*, Capt. Jenkins, who sailed from St. Augustine the 24th of July, bound for Bristol, was taken off the Capes of Virginia the 4th of August, by the *Hancock* privateer, Capt. Tucker, and the *Franklyn*, Capt. Seymour [John Skimmer], each mounting eight guns, and carried into Boston.

The *Lucy*, Watson, from New-York, arrived at Corke the first inst. she sailed on the 26th of September, and on the 30th retook the *Suffolk*, of London, laden with rum and sugar, which had been taken by the *Boston* privateer.

We hear from Lancaster, that the *James*, Higgins, arrived there last week from Antigua. She was taken by an American sloop, burden about 25 tons, near

the lat. of Bermuda, but was afterwards retaken by the crew (assisted by some other seamen which were left on board her by the rebel sloop) after wounding the prize-master and some other provincial seamen. The under-writers on this ship have generously rewarded the captors with 5 per cent. on the premium insured.

*Public Advertiser*, SATURDAY, NOVEMBER 9, 1776

London [November 9].

The *Batchelor*, Barclay, from Granada to London, was taken by some American Privateers the 5th of September off Georgia. The Captain and a Boy are arrived at the Sound in a Danish Vessel from the West Indies.

A large Ship, from Jamaica to Liverpool, Name not mentioned, was taken by an American Privateer soon after she got through the Gulph.

There are now 44 Sail of Ships arrived in different Parts of England, being Part of the Fleet of 118 Sail, which came under Convoy of the *Maidstone* Man of War and *Pallas* Frigate; and it is feared that a great many of them are fallen into the Hands of the Americans, as Advice is received that a great many Privateers were cruising to intercept them.

It appears by Lloyd's Books, that since the Commencement of the War with the Americans, they have taken ninety Sail of our Merchant Ships.

"EXTRACT OF A LETTER FROM BRISTOL, NOV. 9TH, 1776." <sup>1</sup>

The *Charming Sally*, Steele, from the Leeward islands to this port, and the *Anna*, Dudfield, from ditto for Great Britain, are both taken and carried into New England.

Capt. Thomas, of the ship *Hector*, arrived here from Jamaica, spoke on the 28th of September with the ship *Leghorn Galley*, Capt. Macdonald, from Jamaica to Liverpool, which in a hard gale of wind carrying away part of her sheathing in the bows, sprung a leak, and was obliged to pump to keep her free. About noon the same day, says the Captain, saw a schooner wearing round and standing towards us; but, finding we gained on her fast by the compass, (we keeping our ship up, that our sails might draw) instead of bearing down on us, hauled his wind for the *Leghorn Galley*, (which was now four miles astern) and at half after one P.M. was along side of her; he immediately fired 3 guns, and hoisted his colours at the main-mast head; upon this the *Leghorn Galley* hove to, as did likewise the schooner under a foresail; we saw no more guns fire, but traced the vessels as long as we could from our main top gallant mast-head, and at six in the evening lost sight of them.<sup>2</sup> Next day, the 30th, saw two schooners, supposed to be privateers, one of which at 10 P.M. was close under our lee close hall'd; as soon as she perceived us, she kept away before the wind. I imagine as we appeared a large ship, she was afraid to bring us to; and at eleven we lost sight of her.

1. *The General Advertiser*. *Liverpool*, November 29, 1776.

2. *Leghorn Galley* was taken by Continental schooner *Wasp*, see Volume 6.

“EXTRACT OF A LETTER FROM PORTSMOUTH, NOV. 9”<sup>1</sup>

On the 25th ult. Capt. Carr of the *Parnassus* parted with the *Pallas* frigate in a hard gale of wind; on the 28th and 29th following he fell in with three American privateers of 10 guns each, who engaged him two hours and a half; and though Capt. Carr had but 12 guns, he gave them such a warm reception as made them sheer off. – The *Suffolk* West Indiaman, Capt. Delamere, and two schooners, were taken by the same privateers in sight of Capt. Carr; he has been 13 weeks on his passage from Jamaica.

1. *Whitehall Evening Post*, November 9 to November 12, 1776.

SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE<sup>1</sup>

Gentlemen

Paris Novr 9. 1776.

I have wrote you often and particularly of affairs here, the want of intelligence retards every thing, as I have not a Word from you, since the 6 June last, I am well nigh distracted, that I may not omit any chance of sending to you I write this tho I have long & minute Letters by me waiting the departure of Monsr Genl Du Coudry<sup>2</sup> & his train who had I been properly and in Season instructed, would before this have been with you, at present I have put much to the hazard, to effect what I have – inclos'd you have my Thoughts on Naval Operations & I pray you send me some Blank Comm[ission]s which will enable me to fit out Priveteers from hence without any Charge to you – A Warr appears at hand and will probably be general, – all Europe have their Eyes on the States of America, and are astonished to find, Month after Month, rolling away without your applying to them in form, I hope such Application is on its way, nothing else is wanting to effect your utmost wishes –

I am with Complements to Freinds & with the highest respect for the honorable Congress [&c.]

Messrs Franklin, Dickinson &c, &c,

Secret Committee of Correspondence

[Endorsed by Deane] Copy of a Lettr to Messrs Franklin &c &c

Novr 9th 1776 – sent Two Via Nantes –

1. BPL.

2. Major General Philip Charles Jean Baptiste Trouson du Coudray sailed December 14 on board *L'Amphitrite*. Andrew Limozin to Silas Deane, December 15, 1776, Deane Papers, ConnHS.

11 Nov.

DIARY OF JOHN BRAGG, WHITEHAVEN, ENGLAND<sup>1</sup>

11 Mo: 11th 1776 – New York taken into possession by the Kings troops about the Middle of Ninth Month 1776 –

Previous to this account or about same time in this month November a Bounty of five pounds for every able bodied Seaman was offerd who were disposed to enter into the Kings Service, and imediatly followed a hott press for Seamen



almost all over England &c &c—Whitehaven Gentlemen resolve on giving 40 Shgs a man as an addition to the Kings bounty for Seamen

1. WPL.

“EXTRACT OF A LETTER FROM DOVER, NOV. 11”<sup>1</sup>

Arrived the *Georgiana*, Kentish, from Bluesfields, in Jamaica, after a passage of 13 weeks and four days, under convoy of the *Pallas* frigate, the Hon. Capt. Cornwallis, with a fleet of about 100 sail of ships. On the 18th of September, in lat. 31. 47. long. 75 [*sic*], the *Pallas* made sail, and was out of sight of said ship 17 days after. On the 5th of October the *Georgiana* was chased, and taken by an American brig of war, called the *Cabott*, Capt. Hinman, mounting 14 six-pounders, as many swivels, and 150 men. After being plundered of all their arms, powder, and as much sugar, rum, cotton, &c. as the Americans could conveniently get out, they put on board the officers and seamen belonging to the undermentioned ships, prizes which they had taken; viz the *Westmoreland*, Hore, from Jamaica to London; the *Lowther*, Cowman, from ditto to ditto, on the 27th of September, in lat. 41. 30 N. long. 45. the *Esther*, Harvey, from ditto to ditto; the brig *Watson*, Pearson, to Liverpool; and the *Clarendon*, Denniston, from ditto to Glasgow, on the 2d of October, in lat. 41. N. long. 45. They sent on board for the maintenance of the people three barrels of pork, 200 weight of bread, and two puncheons of water: which were not sufficient, as they have been at very short allowance ever since parting from the American pirates, which was the next day. Capt. Kentish spoke with the *Betsy*, Angus, from Jamaica, off Scilly, who spared him some bread and water, or they must all have perished.

1. *Whitehall Evening Post*, November 12 to November 14, 1776.

12 Nov.

*Whitehall Evening Post*, SATURDAY, NOVEMBER 9 TO TUESDAY,  
NOVEMBER 12, 1776

London, November 12.

A passenger who came home in the *William*, Moore, from Boston, says, “that there were three privateers, pierced for thirty two guns, ready for sea at Marblehead, and only waited for guns to sail on a cruize.”

Two Dutch ships were expected at Marblehead with ordnance stores, and which were to bring guns for the above ships.

The Provinces of New England have reaped most of the benefit accruing from the prizes taken from us since the rupture; more than three-fourths having been taken by their privateers, and carried into their ports.

BEAUMARCHAIS TO VERGENNES<sup>1</sup>

[Extract]

Paris, Tuesday 12 November 1776

Monsieur le Comte de Vergennes:

Friday at 8 o'clock I shall be at Your Excellency's.

If I were not certain that I agree with your views in desiring that you lift as many as you are able of the obstacles which are holding up my business, I would



not have the indiscretion to point [it] out, since it seems that I need only submit myself. But I know that you are as vexed as I am about what is being written about me: this idea consoles me and makes me take these mortal displeasures of an uncompensated task with patience, were there not the advantage of pleasing you. For I am still very far from achieving, with the feeble help I have received, the purpose that I set out to achieve, to bring together by all means possible the A — [Americans] with ourselves, to tie them by the inducements of an advantageous trade, to have them find in France all of the agreeableness that they renounced from the English on separating themselves from them. Truly this great purpose inflames me! But how far away it is! My Heavens, how far what I am doing is from what needs to be done for that. The Spanish ambassador might well say here: “The Lord is a Bourbon, etc. . . .”

Do not consider, Monsieur le Comte, my impatience, my vexations, as signs of insubordination; they are nothing other than zeal, and do me the favor of remarking that if I must go to Santo Domingo, it will be of very little use to transport the artillery at Dunkerque to Brest, while the ship that is awaiting it is hove to at Le Havre.<sup>2</sup> Isn't it just as much in France in this Port as it would be in Brest; and isn't this a waste of time and money to leave me with a ship tied up when it is expressly loaded, not knowing what to do next, unless before you leave Fontainebleau you would be so kind as to have M. St. Germain issue an order to deliver to me in Havre and Nantes two thousand quintals of powder, with which I shall depart in the safekeeping of God and your tiny fleet. All of the magazines are filled to overflowing, and the Minister of War is still rather far from having taken from the stewards the quantity of powder coming to him. As much at Marseille and here I am somewhat consoled; because at least I am not altogether useless, and because my ships will have on board the necessities to pay for their fitting-out. . . .

Why, then, is not a little more confidence accorded me? Is there any one more sincere than I? Have I not acquired the reputation of a man of good sense, who extends himself to the first interesting objective that I seek to establish? Believe me, Monsieur le Comte, my heart is wrung on seeing how everything goes, or rather how it does not go.

1. AMAE, Correspondance Politique, Angleterre, vol. 519, LC Photocopy.

2. *L'Amphitrite*, one of the ships employed by Beaumarchais under the name of Hortalez & Company, was waiting at Havre for her cargo of munitions for America.

### 13 Nov.

*Public Advertiser*, WEDNESDAY, NOVEMBER 13, 1776

London [November 13].

The *Bella*, Smith, from Halifax to Port Medway and Liverpoole, was cut out of Port Medway by an American Privateer the 20th of September; also a Ship belonging to London.

The *Molly*, Randall, from Newfoundland to Market, is re-taken by the Crew, and carried into Trinity.

LORD STORMONT TO LORD WEYMOUTH <sup>1</sup>

[Extract]

Confidential

Fontainebleau Novr 13. 1776.

Beaumarchais Connexions with the Rebels begin now to be very generally suspected by all those who have any opportunities of secret Information. Since I wrote last to your Lordship I have had the following Intelligence which I think it My Duty to mention tho' I consider it as less authentic than what I have already sent you. The Intelligence is this: Beaumarchais has engaged to furnish the Rebels with two hundred Pieces of Cannon Sixty thousand Stand of arms, and a very large Quantity of ammunition, all which is now assembling at Havre de Grace and is to be shipped from thence for North America on board Vessels of different Nations. This My Intelligence expresly says, but I think it very doubtful, and am inclined to believe that it will be shipped on Board American and french Vessels only, and that the latter will clear out for the french West India Islands.

as I think it of importance to raise in M. de Vergennes a Suspicion and Mistrust of Deane I contrived this Morning to drop some obscure Hints of a Negotiation, begun by Lord Howe: I did it in such a Way as carried no appearance of Design and made such an Impression as I wished upon M de Vergennes who began with eagerness to ask me Questions to which I avoided giving a Direct answer.

1. PRO, State Papers, 78/300, 233-34.

SUMMARY OF A CONFERENCE BETWEEN LORD STORMONT AND VERGENNES <sup>1</sup>

Summary of my  
conference with  
Lord Stormont  
13th November 1776.

Lord Stormont confirms the news of the advantages gained at New York, and reports some still more important

General Burgoyne, having made all his arrangements, should have embarked on the 2nd October with ten thousand men on Lake Champlain; Colonel [John] Johnson with a corps of light infantry and some Canadians is to enter the River Mohawk by Lake Ontario, in order to arrive in Albany at the same time as General Burgoyne, and take the rebels in the rear, unless a reconciliation prevents the danger which threatens them.

Lord Stormont affirms that he has private information that there is a tendency towards a pacification

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The English Ambassador has reported to his Court the satisfactory manner in which the friendly assurances which he had orders to give, have been received here, in announcing the arrangements which his Court could not help taking; he is commissioned to renew and confirm them. He is to observe, at the same time, that his Court has learnt that the squadron which is being prepared at Brest is intended for Martinique and St Domingo, and that it is feared that its object may be to favour the contraband trade which is carried on in these two Islands.

I do not know, I replied, whether this squadron is intended for the Islands, I am not aware that the King has yet fixed the destination, but if it were sent

there, it would be much less with a view to encourage that commerce than to restrain it, if it exists, which we do not know — but many vessels carrying the French flag leave here for America, whither they take munitions of war — at sea each one hoists what flag he likes, and in order to decide whether they are really French, some would have to be stopped. It is not the King's intention that his subjects should sail to North America. Has anyone been captured who can justify this complaint — not that I know — How then prevent the abuse of the flag, if there is not a maritime force to watch over it — Your commanders are so active that they can see to it — very well on land, but beyond that they are without authority; besides we may have reasons to watch over ourselves; there may be excitement in our islands; you are aware of their state of suffering; our commerce also may require precautions. It is obliged to pass along the coasts of America. The Americans, after having taken from the English, may be tempted to take from us; how save ourselves from this, unless we have the means of restraining them. Besides, you are very powerfully armed in that region — The armament cannot cause any uneasiness, we have only two vessels of the line; the rest, which consists of frigates, cannot undertake anything important. But the number of them is so prodigious that it constitutes a real force, especially when there are no obstacles; but then, what are six vessels, divided, as you say yourself, between two stations. It may very well be a protective force, but never one to cause uneasiness — but this squadron is to be reinforced by some vessels leaving Rochefort and other places. — I do not know whether this squadron is to depart, and where it will go, but on my honour, no armament is being prepared either at Rochefort or Toulon or anywhere else to join it — Fresh assurances of the desire of the King of England for peace, and that if it is only to be disturbed by him, we shall enjoy it for a long time — Reciprocal assurances on my part, founded on the love of order and justice belonging to the King's disposition and principles. Confidence in the knowledge that we have of the honourable and virtuous sentiments of the King of Great Britain: we do not allow ourselves to be deceived by the declamations of the opposition; neither should England allow herself to be deceived by the detractors of the ministry. The present conduct is blamed, but this blame does not change the principles of Government — A few more words about the contraband trading — it is impossible to prevent it, the trader wishes to gain, and perhaps more is done by England than by France.

Nothing new from Portugal.

1. Stevens, ed., *Facsimiles*, No. 905.

14 Nov.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG, ANTIGUA<sup>1</sup>

Sir

14h November 1776

Lord George Germain one of His Majesty's Principal Secretaries of State, having transmitted to my Lords Commrs of the Admiralty a Paper containing Intelligence received of the Naval Preparations making by the Rebels in the Port of Boston, and of the supposed object of them; I am commanded by their Lordships to send you herewith a Copy of the said Paper for your information, and to signify their direction to you, to make such a Disposition of the Ships under your

Command as you shall judge most effectual to prevent any annoyance or Insult by the Rebels to any of His Majesty's Possessions within the Limits of your Command and particularly to the Island of Barbadoes I am &c

P: S:

By the *Glasgow*

1. PRO, Admiralty 2/553, 185-86.

*Whitehall Evening Post*, TUESDAY, NOVEMBER 12 TO THURSDAY,  
NOVEMBER 14, 1776

London, November 14.

On Tuesday the *Yankee* privateer, with all her stores, which was taken from the Americans, was sold by auction at Old Lloyd's Coffee-house for 330 l. She has been put up twice before, the first time for 419 l. second at 400 l. and the last time at 300 l.

*Public Advertiser*, THURSDAY, NOVEMBER 14, 1776

London [November 14].

Captain Reveness, who arrived at Southampton in fourteen Days from Oporto, says, Captain Squires, of the *Ceres*, who is arrived at Oporto from Bilboa, gives an Account of sixteen Sail of American armed Vessels being at Bilboa; one of which had taken five English Vessels on her Passage thither. The Day Captain Reveness sailed an Express arrived there from his Majesty's Consul at the Groyne, setting forth that there were then in the Harbour of Ferrol four American Privateers, supplying themselves for a Cruize. The same Day the Post from Lisbon brought Advice, that a Schooner of eighteen Guns, sailing extraordinary fast, had taken several Vessels near the Rock; the Colours are a red Field, with thirteen Stripes, where our Union is placed, denoting the United Rebellious Colonies.

The *Isabella*, Greenleas, from Borowstonness to Minorca; *Carolina*, Rutherford, from Newcastle to Gibraltar, and a Brig from Liverpoole to Antigua, are taken by the Americans off the Coast of Portugal.

VERGENNES TO MARQUIS DE NOAILLES <sup>1</sup>

[Extract]

No. 4

Fontainebleau, 14 November 1776

As yet I have only been able to skim through, Milord, the extract of the debates of the House of Lords which you sent me. The King has read it in its entirety. I shall pay particular attention to the two speeches which you recommend. What I notice in general is that they expect the hostile intentions from us that they show toward us. However, one must be on his guard when one sees 41 ships of the line placed in commission and 45,000 sailors or marines voted. It is something admirable, and something to behold, this ease with which the nation, or rather its representatives, proceed to such frightening expenditures. We have apparently, more real resources than does England, but we must be



certain that the action be as easy. That holds to an opinion which can not become established in an absolute monarchy as in a mixed monarchy.

It only remains to speak to you, Milord, of a conversation which I had yesterday with Lord Stormont, after having conveyed to me the news from America, about the happy hopes they have over it, and renewed the strongest assurances of friendship and good understanding. He remarked that they were convinced at Court that our armaments at Brest were destined for Martinique and for Santo Domingo, and that they were afraid that its purpose was to encourage the traffic in contraband which is going on there. Since I had no knowledge that the King might have yet fixed the destination of that squadron, I took refuge in my ignorance, and I remarked that its supposed sending might well also have as its purpose the restraining of this traffic, if it exists, rather than to encourage it. The ambassador answered that many ships leave these islands, hoist the French flag, and set out for America whence they carry munitions of war. I did not argue that it could not be, but at sea each one hoists the flag of his choice, and in order to know if they are French, one would have to stop them. Lord Stormont answered that if there had been any seizures, he did not know of them. I retorted that were an abuse so contrary to the intentions of the King to exist, in our islands, a naval force therefore would be sent there to prohibit it; the ambassador did not agree; he claimed that the vigilance of our commanders ought to be enough. That is altogether impossible; their power can not extend beyond the shore. Moreover, other considerations might require us to keep watch over our islands; they might take part in the general ferment. We have a vast commerce to protect; we can fear that the Americans might be tempted to use upon us the same depredations that they allow themselves against the English. Moreover, England is well in force in those parts for us not to have to be on guard there. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 519, LC Photocopy.

15 Nov.

LORD SUFFOLK TO LORDS COMMISSIONERS, ADMIRALTY<sup>1</sup>

My Lords,

St James's Novr 15th 1776

I am commanded to signify to Your Lordships His Majesty's Pleasure, that You give immediate Directions for Transport Vessels to be provided of sufficient Tonnage to receive on Board about 2700 Infantry, and to convey the same to such Parts of North America as shall hereafter be specified – Allowance of Tonnage for the Men Women Servants and Camp Equipage must be made in the same Proportion usually allotted to His Majestys own Troops; And I must farther desire, that in order to facilitate the Conduct of this Business your Lordship's will as soon as you can specify to me the names and respective Tonnage of the several Vessels engaged.

Your Lordship's shall have due Notice of the Times and Places of Embarkation and Rendezvous with such other particulars as may be necessary for your Information. In the mean Time I have only to add that I expect to receive His Majesty's Commands to direct the several Vessels destined for this Service to be forwarded in different Proportions to the Ports of Bremerleh Stade and Wil-



lemstadt so as to be respectively in readiness for actual Embarkations about the 20th January – if the Navigation is open at that Time. I am &ca Suffolk.<sup>2</sup>

1. PRO, Foreign Office 95/355, 305–06.

2. In a separate letter Suffolk added: “. . . in the late Returns made to me of the Embarkations of the German Troops. there were several Complaints of abuses in the Contracts & particularly in the article of Bedding with regard to which I some time ago transmitted Extracts from Colonel Faucitt's Letters for your Lordships Information.” PRO, Foreign Office 95/355, 305–06.

#### MINUTES OF THE BRITISH NAVY BOARD<sup>1</sup>

[London] Friday 15th Novr 1776

The Board taking into consideration the Application made on behalf of the Owners to be paid for the Value of the following Transports, which were taken by several Rebel privateers or Armed Vessels near the mouth of Boston Harbour, having Troops on board from the Port of Glasgow bound for that place. Vizt –

The <i>George</i> .	Archd Bog, Master.	} Taken in Nantasket Road the 16 June 1776. Do in Boston Bay the 18 June 1776.
<i>Annabella</i> ,	Hugh Walker, do	
<i>Lord Howe</i> ,	Rt Park, do	

And it appearing by the Affidavits made by the respective Masters of the said Ships that they were separated from their Convoy in a hard Gale of Wind in the night of the 4th May 1776 about 15 Leagues to the Westward of Scilly, that they used all their endeavours to recover the Fleet, but could see nothing of them during all the rest of their Voyage; that they were attack'd by several Privateers or Armed Vessels near the Port of Boston, the place of their destination (which they did not know had fallen into the hands of the Enemy); that they made all the resistance they could, but were obliged to submit to superior Force, and it being well known they had Troops on board, and did make every possible defence before they were taken, the Board think it unnecessary to put the Owners to the trouble & expence of procuring any further proof by a Court Martial or otherwise, as the Facts set forth are Sufficiently ascertained & well known, and therefore direct that Bills be made out for the Value of their respective Ships, according to what is stipulated in their Charter parties, after a proper abatement Shall be made for their Wear & Tear for the time they continued in the Service.<sup>2</sup>

1. PRO, Admiralty 106/2594.

2. See Volume 5 for accounts of capture of the transports.

#### MARQUIS DE NOAILLES TO VERGENNES<sup>1</sup>

[Extract]

London, 15 November 1776

The ship *Romney*, commanded by Admiral Montagu, arrived from Newfoundland to Portsmouth on the 12th of this month. The Admiral left two small schooners on that island in order to protect it from incursions by American privateers. Impressment continues in the interior with the greatest animation, but all of the seamen are hiding, and they are abandoning the ships to the point where they are obliged to make use of French seamen for the navigation of the Dover-Calais packets. Last night they impressed a kitchen helper of the Spanish ambassador, to whom they had already given a choice of serving as a sailor or

as a soldier. You can well imagine that this man was given up only with difficulty, and I only make mention of this incident to show you that they are seizing without exception anyone whom they can find. The sloop of war *Hornet* set sail for the port of Pool so as to impress the sailors arriving from Newfoundland. The *Exeter*, of 64, set sail from Portsmouth to cruise off Portland and to impress the sailors of the English ships which were re-entering the English ports. The *Sommerset*, also of 64, left Plymouth on 10 November for the same purpose. This ship, which has with her several lighters, has 599 crewmen, among which are 255 marines. We assert that the sloop of war *Ranger*, sailed from this latter port, had as her destination to reconnoiter what is going on at the port of Brest. They are increasing the number of workers in all departments of the different shipyards.

Recently the American privateers took 5 English ships off the coast of Portugal, bound for Lisbon or the Mediterranean. The government received today the news from General Howe dated 10 October. The army still occupied the same positions, and there had occurred nothing of interest from 15 September until that date. The ship's captain claims only to have heard a very lively cannonade the day of his departure from New York. Burgoyne's light horse regiment had arrived, and they were awaiting the other troops from day to day, comprising 5,361 men, about 2000 recruits, 100 horses, as much artillery as remounts for Preston's regiment, and a large quantity of wagons. . . .<sup>2</sup>

The Marquis de Noailles

1. AMAE, Correspondance Politique, Angleterre, vol. 519, LC Photocopy.
2. With this letter de Noailles enclosed a long "Memorandum on the Current Armament of England" in which he concluded that England was bent on war with France, and warned: "it appears indispensable that France bring together her naval forces, either to repulse with advantage the first attacks of a perfidious power, or to anticipate the recklessness of her resolve," AMAE, Correspondance Politique, Angleterre, vol. 519, LC Photocopy.

#### GIAMBATTISTA PIZZONI TO HIS GOVERNMENT IN VENICE<sup>1</sup>

[Extract]

London, 15 Nov 1776

. . . About 16 thousand [seamen] will continue to be employed on duty with the Fleet in America. The Observation Fleet off Spithead has 27 warships; allowing 550 for each, another 14,800 men will be needed; also 4,200 for vessels on guard duty in the ports of this Kingdom. This makes up the total of 35,000 seamen requested by the Ministry, and granted by the House of Commons for next year. Supposing therefore that the entire 15,000 assigned last year to the Fleet in America are on board; that all those men were able to withstand the hardship, fatigue, and poor nourishment; if one duly reflects on the number of dead in combat, or those captured by the Americans, and computes the 6,689 already on board vessels on guard duty, this Admiralty needs to find 13,311 seamen to man said ships. This does not appear easy to provide since two weeks of impressment, not including in Ireland, recruited only 3,500 for this kind of duty. For this reason the Court published a proclamation on last Saturday asking all English seamen serving other nations to return to the ports of this Kingdom by the end of December, in order to serve in the ships of the Crown. . . .

1. Papers of the Senate, ASV.

*Whitehall Evening Post*, THURSDAY, NOVEMBER 14 TO SATURDAY,  
NOVEMBER 16, 1776

London, November 15.

A Captain of a Portugal ship that is arrived from Lisbon, says, that he met with 12 sail of American armed ships in the Bay of Biscay; that he was detained till they examined his papers and cargo, and then suffered him to proceed on his voyage, after taking out some wine.

Captain Chiene, of the *Malaga* transport, for Halifax, took a rebel privateer with tobacco and flour, bound for the French West India Islands to barter for stores, and carried her to Halifax. Captain Chiene having no Letter of Marque, the prize became the property of his Majesty, who was graciously pleased to give her up to the Captain and crew.

The *Liverpool* man of war, Captain Bellew has been the most successful of any of the King's ships on the North American station, having taken and retaken, during twelve months, upwards of twenty-seven sail, large and small.

16 Nov.

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS, PORTSMOUTH <sup>1</sup>

Sr

16 Novr 1776.

I have communicated to my Lords Commrs of the Admty your Letter of the 14th Inst informing them of the arrival of the *Friendship* Transport from Quebec, & of his having brought over 17 Men who had been taken Prisoners at Quebec & entered into Col McCanes [Allan McClean] Corps, but afterwards deserted to the Rebels & were again taken Prisoners, who, having their Choice to be tried at a Court Martial, or to be sent to the Coast of Africa, chose the latter, and of your having sent them on board the *Barfleur*, 'til their Lordships pleasure is known; <sup>2</sup> also acquainting them with the arrival of the *Surprize* from Newfoundland, & with the reasons why the *Exeter* did not sail sooner to Spithead; And, in return, I am to acquaint you that the Secretary at War is made acquainted with what you represent respecting the aforementioned Men which came from Quebec in the *Friendship* Transport, and desired to report how he would wish to have them disposed of; And when their Lordships have recd his Answer you will receive their directions thereupon. I am &c

P S

PS. You will have Orders by  
the next post respecting the  
Marines for the *Kent* Armed Ship

1. PRO, Admiralty 2/553, 192-93.

2. On November 18, Douglas was informed that the Secretary of War had ordered the deserters taken off the *Barfleur* under escort, PRO, Admiralty 2/553, 199-200.

*Whitehall Evening Post*, THURSDAY, NOVEMBER 14 TO SATURDAY,  
NOVEMBER 16, 1776

London, November 16.

The *Samuel and Charles*, Pinlartin, from Barbadoes to Virginia, ran ashore in Chesapeake River [*sic*], and was taken by the Provincials, but retaken by the *Otter* sloop of war, and given to the Supercargo. She is since arrived at New-York.

The *Minehead*, Whithorn, taken on the Banks of Newfoundland, is retaken by the *Liverpool* man of war, and arrived at Halifax.

The *Esther* transport from Cork to Halifax, carrying eight three-pounders, and twenty-five men, on her passage was attacked by a schooner privateer, whom she fought for near an hour – when the privateer attempted to board her; but the transport's people had got to their close quarters, and from thence had killed seven of the schooner's people, and wounded several others. – The *Esther* had not a man hurt; she was a collier, and fitted for close-quarters, having been built during last war.

CAPTAIN THOMAS PASLEY, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir

*Glasgow Spithead* Novr 16th 1776.

I have received your letter inclosing a Packet from their Lordships for Vice Admiral Young, which I shall agreeable to their directions deliver immediately on my joining him –

Likewise acquainting me that their Lordships have received intelligence that Seven Ships from 20 to 30 Guns were preparing by the Rebels at Boston with intention to come into the English Channel; and that five others were intended to be sent to Barbadoes, and in consequence, signifying their commands to me to be particularly careful during my Voyage to keep together the several Ships which may proceed under my Convoy; In answer I must beg you will assure their Lordships that my unwearyed endeavors shall not be wanting to the protection of the very large Convoy their Lordships have done me the honor to intrust me with, neither the exertion of my every ability at all times in obedience to their commands. I am Sir [&c.]

Thos Pasley

P:S: The *Richmond* and *Nottingham* Store Ships have not as yet made their appearance

1. PRO, Admiralty 1/2303, 8, 6.

17 Nov. (Sunday)

CAPTAIN WILLIAM CORNWALLIS, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir

*Pallas* at Spithead 17th November 1776

I beg you will be pleased to acquaint their Lordships that there is on board his Majesty's Ship under my Command a Person who called himself Lieutenant of the Privateer that took the *Anne* Merchant Ship whose Commission and Instructions I have enclosed. I am Sir [&c.]

W: Cornwallis

1. PRO, Admiralty 1/1611, 3, 12.

18 Nov.

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS <sup>1</sup>

[Extract]

Sir

18 November 1776

I have communicated to my Lords Commrs of the Admiralty your two Letters of Yesterdays date inclosing the State and Condition of his Majesty's Ships and



Vessels under your Command and informing their Lordships of the arrival of the *Pallas* having on board the Lieutenant and Twelve Prisoners belonging to the American Rebel armed Vessel called the *Independance*, which took the *Ann* Merchant Ship from Dominica and I am to acquaint you that the Earl of Suffolk is made acquainted, therewith, and desired to signify His Majestys Pleasure respecting the said Persons.

1. PRO, Admiralty 2/553.

PHILIP STEPHENS TO VICE ADMIRAL JOHN MONTAGU <sup>1</sup>

Sir

18 Novr 1776

My Lords Commrs of the Admty having received a Petition from Iver McMillan, first Mate of the *Friendship* Transport, giving an account that being a Prisoner at Boston he with Jas Parks late Mate of the *Lord Howe* Transport & another Person got on board the *Mermaid* Sloop in the Service of the Provincials, & carried her to St Johns in Newfoundland, where she was sold by your Order at a Public Sale for £280 & that you refused to allow him any Part of the Purchase Money, altho he is informed he has a right thereto & therefore praying for relief; I am commanded by their Lordships to send you his Petition herewith and to signify their directions to you to state the Petitioners Case & with your report you will please to return his Petition to &c

P S

Vice Adml Montagu [in] Town

1. PRO, Admiralty 2/553, 206.

JOURNAL OF H. M. S. *Levant*, CAPTAIN GEORGE MURRAY <sup>1</sup>

November [1776]

C. Ortugal Obs 15 Lgs

Monday 18

A M at 6 spoke a Ship from Charles Town bound to Bourdeaux hove too, sent a Mate, Midshipman & 9 Men onboard her, entered her People as part of Complement, at 9 took the (*Argo*) <sup>2</sup> Prize in Tow. made Sail.  
Light Airs & Cloudy

1. PRO, Admiralty 51/512.

2. *Argo*, "a ship belonging to the Congress at Charles-Town, South Carolina, bound to Bourdeaux, with a lading of Rice and Indigo, valued, according to the Invoice found on board her, at 37,200 L. Currency." *Williamson's Liverpool Advertiser and Mercantile Chronicle*, December 20, 1776.

19 Nov.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD SUFFOLK <sup>1</sup>

My Lord

Admiralty Office, 19th Novr 1776

Vice Admiral Sir James Douglas Commander in Chief of His Majesty's Ships at Portsmouth, having in his Letter of the 17 Instant acquainted Us of the arrival at that Port of His Majesty's Ship the *Pallas* having onboard the Lieutenant and Twelve Prisoners belonging to an American Armed Vessel called the *Independance*, which had taken the *Ann* Merchant Ship from Dominico, which Merchant Ship was afterwards re-taken by the *Pallas* with these Men onboard;



We signify the same to your Lordship for His Majesty's Information, and are to desire your Lordship will receive and signify to Us His Majesty's Pleasure how these Prisoners are to be disposed of <sup>2</sup> We are My Lord [&c.]

Sandwich J Buller. H Penton

P.S. We have just received from Captn Cornwallis the enclosed Commission [&] Instructions given to the Person [ca]lling himself Lieut of the above Armed Vessel.<sup>3</sup>

1. PRO, State Papers, 42/49, 88a.

2. Suffolk replied on December 2: "said Prisoners be kept in safe Custody 'till further Orders," PRO, State Papers, 42/49, 89.

3. Commission of Thomas Truxtun, dated at White Plains, New York, July 16, 1776, and endorsed by Truxtun: "the above is a true copy of my commission Given by the Honourable Continental Congress," PRO, State Papers, 42/49, 88b.

20 Nov.

"EXTRACT OF A LETTER FROM CORKE, NOV. 20" <sup>1</sup>

Yesterday arrived the brig *Diana*, of Corke, Heylin Maybury, Master, from Halifax, in 21 days, who says, that he sailed from St. Vincent's last May, laden with rum for Corke, was taken the 7th of June by an American privateer, and with four or five others was making for Salem, and was within half an hour's sail of that port on the 3d of July, when the *Milford* man of war came up and retook her, and conducted her to Halifax.

1. *Whitehall Evening Post*, December 10 to December 12, 1776.

"EXTRACT OF A LETTER FROM IRVINE, NOV. 20" <sup>1</sup>

The people in Greenock and Port Glasgow are in great terror just now from reports that five American privateers are hovering about Ireland, intending to visit our coast, and chiefly the above two mentioned towns. It is said the Glasgow merchants have wrote to London for some ships of war, and have also sent for some soldiers for their defence.

1. *Whitehall Evening Post*, November 23 to November 26, 1776.

PHILIP STEPHENS TO SIR GREY COOPER, TREASURY <sup>1</sup>

Sr

20th Novr 1776

The Lords of His Majesty's most Honourable Privy Council having by their Letter of the 8th instant required the Mayors & cheif Magistrates of the several Sea Port Towns, to cause the proper Officers to give all possible Assistance to those belonging to His Majesty's Ships, and the Constables to take up (by virtue of such Press Warrants as shou'd be sent to them by the Lords Commissioners of the Admiralty), such Seafaring Men as shou'd be found lurking about their respective Towns, Ports & Liberties, and directed as an Encouragement to the Constables who shou'd take up such Seamen, and deliver them to the regulating Captains, or other Officers of His Majesty's Ships appointed to procure Men, that they shou'd be paid Twenty Shillings for each Seaman fit for His Majesty's Service, by the Naval Officer of such Offices – shou'd reside near the said Town, or otherwise by the Collector or proper Officer of the Customs, and of Money to

be furnished them for that purpose by the Lords of His Majesty's Treasury as heretofore, upon Certificates from the Captain or Commander of the Ship or Vessel where into they shall be put, or from a Regulating Captains or other Officer of His Majesty's Ships appointed to procure Men of his having received them: The said Allowance to be reimbursed to the Officers of the Customs by the Navy Board upon their transmitting to them authentick Accounts of what Money's they shou'd so expend: And press Warrants having been sent accordingly; My Lords command me to acquaint you therewith and to desire you will move the Lords of His Majesty's Treasury that they will be pleased to give the necessary Orders to the Collectors of the several Out Ports thereon, letting them know that the Money they pay in consequence of such Orders will be reimbursed by the Navy Board as aforementioned.

And the said Constables being directed by the Press Warrants, to give unto each Man impressed by them One Shilling for Prest Money; Their Lordships desire the Collectors (at the Ports where there are no Naval Officers) may be also directed to repay the same, which will be reimbursed in the manner before-mentioned. I am &c:

P: S:

1. PRO, Admiralty 2/553, 208-09.

PHILIP STEPHENS TO SIR GREY COOPER <sup>1</sup>

Sr

20th Novr 1776

His Majesty having been pleased to promise by His Proclamation of the 8th Instant, That a Reward of Forty Shillings for every Able and Thirty Shillings for every Ordinary Seamen shall be paid any Person who shall discover any Seaman or Seamen who shall secret themselves, so that such Men shall be taken for the Service by any of the Sea Officers employed in raising Men: the said Rewards to be paid to such Men as may be discovered in and about London, by the Commrs of the Navy, and at the Out Ports by the Naval Officers where there are any, and where there are not by the Collectors of the Customs immediately upon a Certificate being produced by the Person who may make the discovery, certifying his Name, and the Name & Number of Seamen procured in consequence thereof, the said Certificate to be given by such Officers as may take such Seaman or Seamen for the Service. My Lords Commrs of the Admty desire You will move the Lords of His Majesty's Treasury that they will give Orders to the Collectors of the Customs at the several Out Ports to pay the said Rewards as aforesaid, letting them know the same will be reimbursed by the Navy Board upon their transmitting to that Office Accounts of the Money so by them expended, with Receipts from the Men to whom the same shall be paid, together with the aforementioned Certificates from the Officers who shall take such Seamen for His Majesty's Service. I am &c.

P: S:

1. PRO, Admiralty 2/553, 212.

PHILIP STEPHENS TO EDWARD STANLEY<sup>1</sup>

Sr

20th Novr 1776

The Commanders of His Majts Ships & Vessels in the Coasts of Great Britain & Ireland being directed in pursuance of the Kings Order in Council, to impress Men for the Manning of His Majesty's Ships fitting for the Sea. And it being an Instruction to them, when they take Men from Merchants Ships to put a proper Number of Seamen on board such Ships to navigate them to their Ports of delivery, and to direct the said Seamen either to remain at those Ports til called for, or else to repair by Land to some other Port in order to meet their Ships: My Lords Commrs of the Admiralty desire the Commrs of the Customs will please to give directions to their several Collectors at the Out Ports where there are no Naval Officers to pay Conduct Money to such Seamen at the Rate of a Penny a Man per Mile to the Port they shall be ordered to proceed to, or to allow them Subsistance, at the rate of Six Pence a Man per day while they shall remain at the Port they come to according as either shall be desired by their Commanders in sealed written Applications, to be delivered by the said Seamen to the Collectors: and that the Collectors be directed to take the Mens receipts on the backs of the said Applications, for such Money as they shall pay to them, which Receipts and Applications being transmitted to the Navy Board with Accounts of the Money advanced the same will be forthwith repaid: And if it shall be found necessary to employ Tenders to cruize also upon the Coast in order to raise Men my Lords Commrs of the Admty desire the Commissrs of the Customs will also please to give the like directions with regard to Seamen whom the Lieutenants who may command such Tenders shall put in like manner on board Merchant Ships. I am &c

P: S:

Edward Stanley Esqr Custom House

1. PRO, Admiralty 2/553, 210-11.

*Whitehall Evening Post*, TUESDAY, NOVEMBER 19 TO THURSDAY,  
NOVEMBER 21, 1776

London, November 20.

By letters from Jersey, of the 12th instant, we have the following account from Isle Madame: "On the 21st of September, a number of armed men belonging to the *Providence*,<sup>1</sup> an American privateer, with 14 guns, came in a shallop to Arichat, and took possession of the vessels and storehouses. On the 24th, they went off with the *Alexander*, Luce, having 2200 quintals of fish on board. On the 25th, they burnt the *Adventure*, and plundered the storehouses. This privateer took the *Success*, Balliene, with fish; it is supposed the *Alexander*, Luce, and *Success*, Balliene, are retaken by the *Milford* man of war, and carried to Halifax, with the *Providence* privateer."

The *Sarah and Elizabeth*, Foot, from Jamaica to London, was taken by an American privateer the 23d of October last.

The *Elizabeth*, Figtree, from London, is arrived on the Coast of East Florida, after having taken an American schooner laden with 4000 barrels of flour.

1. Continental sloop *Providence*, John Paul Jones.

LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

[Extract]

Most Confidential

Paris Novr 20. 1776

My Lord

I am very secretly and, I am afraid, authentically informed that a Treaty or Convention is not only agreed upon by M. de Vergennes and Mr Deane, but is actually drawn out Article by Article . . .

In this State of Things with these Secret Treacherous Projects against Us Your Lordship sees how very improbable it is that any Thing I can say should prevent the sailing of M. du chaffaults Fleet; which every friend to Great Britain that I meet with here earnestly wishes may be constantly watched by a Superior British squadron. Indeed, My Lord, after all we know of the present Insidious Policy of this Court, it is impossible to place the least Dependence upon their Friendship or Good Faith We can operate upon Nothing but their Fears, and trust to Nothing but our own Vigilance and superior Naval Strength. . . .

1. PRO, State Papers, 78/300, 253-54.

21 Nov.

LORD SANDWICH TO GEORGE III<sup>1</sup>

[Extract]

Admiralty Nov: 21. 1776

. . . Your Majesty will also find in the box the state of men raised last week, and some Marine Commissions for your Royal Signature. Your Majesty probably has allready seen the minute of the resolution taken by the Committee of your servants, relative to the refusal of the Lord Mayor to back the Press Warrants, Lord Sandwich however ventures to send it. at that meeting the Attorney & Sollicitor General were both clear as to the Legality of Pressing, and the present time was thought very favourable for bringing that point to trial.

1. Fortescue, ed., *Correspondence of George III*, III, 405.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

*Pallas* at Spithead 21st Novr 1776.

I shall enclose by the next Post another Copy of the Trade that left Jamaica under Convoy of his Majesty's Ship *Pallas* under my Command wherein I have set off the time of their parting against the Names of such as we knew, but they chiefly parted in the Night; I hope their Lordships will be pleased to consider that it was totally impossible for the Officers of a Man of War to tell the Names of all the Merchant Ships, particularly as there were not above Eight or Ten out of above a hundred Sail that kept in their Stations or behaved tolerably well.

During the time the *Maidstone* was in Company, I wrote to Capt. [Alan] Gardner to beg that he would oblige the Ships in the Rear to pay attention to my Signals, notwithstanding which when we were off Cape Antonio, between



Twenty and Thirty Sail brought too to buy Turtle, the *Maidstone* being at that time in Chace; when she came up the Masters of the Merchant Ships acquainted Capt. Gardner that their Passengers were on shore purchasing Turtle, and they could not make sail, this Capt. Gardner informed me of before he parted Company and that many of them gave him impertinent answers when he hailed them, and that it was impossible for him to make them attend their duty.

After we got through the Gulf and the *Maidstone* had parted Company, in the Evening it was Squally with Thunder and lightning, we close reefed our Top-sails and they were lowered down, so that the worst sailing Ship in the Convoy might have kept her Station as the *Pallas* sailed very ill, we steered during the Night the same Course that we had done several hours before it was dark with the Wind aft, in the Morning there were not above Fifty Sail to be counted from the Mast-head, and not above ten in their Stations the rest being an amasing distance to the Eastward of us, and upon our Starboard Beam and Bow, upon which as I had a great desire to preserve the Convoy I altered my Course and steered after them, though I apprehend it to be the duty of the Convoy to steer after the Man of War, not she after the Convoy. Many of the Masters of the Merchant ships acquainted the Officers of the *Pallas* that they thought it intirely owing to our steering so much to the Eastward after those Ships that we met with the Calms which occasioned the long passage.

From this time to the 24th of Sept the Weather was such that any Ship might have kept Company that chose it, that Morning there were only nineteen Sail in Company, during the day it blew very hard and we brought too under a reefed Mainsail, the next morning there were only six Sail in sight, which joined us, the *Suffolk* parted Company the 27th by request, the *Anne*, *Northside Planter*, *Hereford* and *London* hoisted their Colours in the Morning of the 30th, and parted Company steering a different course; the *Alexander* kept Company 'till the Evening when we retook the *Anne*, she then hailed us and desired to part Company, I told them we had just retaken a Ship, and that there were a number of American Privateers about, upon which he said he would keep Company, but left us in the Night. I believe the Masters of the Ships thought their only danger was in going through the Gulf, and that if we had not altered our Course and steered after them, none of those that were at a distance would have joined us again, I was informd by one of the Masters of the Ships, that the *Sarah and Elizabeth*, Foote, one of the Ships that parted as soon as we were through the Gulf, hoisted his Colours which occasioned some of the other Ships to go away with him, but he was at such a distance I could not see him. I have already in two letters explained to their Lordships why I put into Newfoundland, therefore shall not trouble them again upon that head.

I see they have got it in the Papers that the *Pallas* has brought a great Freight from Jamaica, I beg leave to inform their Lordships that although her sailing was advertised in the Kingston Papers a considerable time before she sailed, the Merchants chose to send their Remittances home in their own Ships. I am Sir [&c.]

W Cornwallis

[Endorsed] Recd & Read 22d & Ansd do

1. PRO, Admiralty 1/1611, 3, 22.



BEAUMARCHAIS TO VERGENNES <sup>1</sup>

Monsieur le Comte

Paris, 21st November 1776.

I am not fortunate in anything coming from your Department. Since the reply from M. de St. Germain which you showed me, I have obtained the most exact information as to the quantity of powder lying in the King's magazines, and I have found that there are nineteen millions two hundred and odd thousand pounds weight. You will confess that a very malevolent demon must meddle with my affairs, to cause the modest surplus over the nineteen millions to be inexorably refused me! When I made my calculation of the number of naval tons that I wished to embark, I had then, besides the trading goods, all the artillery agreed to and its adjuncts &c The whole mass required six vessels. I reduced them to five, two of which are at Havre, one at Nantes, and two others at Marseilles. From the uncertainties and counterorders, I presumed that, in lieu of the artillery which is withheld by prudence, I should at least not be refused the powder. You know what consideration prevents me from applying to the administration itself. If the Minister for War were really in want of powder, it would be still better for him to demand a supplementary supply from the administration, than to expose me to see too many people, and to allow my secret to be discovered by all the contractors. But with nineteen or nearly twenty millions of powder, is there the slightest reason for leaving me with vessels lying idle without a cargo, and costing me enormous sums in current expenses.

Is not the King of our affair also the King of the artillery? and are not all these difficulties between Departments calculated to vex him who is obliged to act, to conceal himself, to go forward, and to receive no help from anyone? If I were asking a personal favour I would have patience. But I shall lose it, if you do not come to my aid. Believe me, that you will never hear of me in matters in which your help is not absolutely necessary to me.

I have the honour to send you a letter from Nantes the news in which appears to me to be certain. I annex thereto the French translation, begging you to return them both to me after you have read the French, and M. de M. . . . [de Maurepas] the English.

We are not then so badly off as they say in London, since we are fighting well, and causing heavy losses to our enemies, who are obliged to hide them. All their art is used in trying to impose on France, and to lull her to sleep as to her true interests, by false news.

I beg you, M. le Comte, to confer effectively with M. de St Germain respecting this powder.

1. Stevens, ed., *Facsimiles*, No. 906.

22 Nov.

MEMORANDUM PREPARED IN THE OFFICE OF THE SECRETARY OF STATE <sup>1</sup>

[Whitehall, November 22, 1776] <sup>2</sup>

Lord G. Germain has received no Dispatches or Letters from General Carleton or any of the King's Officers or Servants in Canada, but there is an Account by private Letters from Quebec of the 23d of October & from Montreal of the 17th

(& this account is confirmed by two Gentlemen passengers on board the Ship that brought those Letters, who left Quebec the 25. of Octr & have been this afternoon at Lord G. Germaines office) that General Carleton in passing Lake Champlain had three several Engagements with the Rebel Naval Armament consisting of 16. armed Vessells, the Result of which was that the whole of that armament except one or two Vessells were defeated & destroyed & that Genl Carleton having taken possession of Crown point which was abandoned by the Rebels was proceeding to the Attack of Ticonderoga

The passengers further say that Lieut Dacres who commanded one of Genl Carletons armed Vessells, had taken his passage to England with Dispatches from Genl Carleton, on board the *Stag* Frigate which sailed from Quebec the day before they left it.

1. PRO, State Papers, 37/11.

2. The date is established by an item in the *London Chronicle*, dated November 23, reporting the arrival at Dover of the *Montreal*, Captain Gibson, with some dispatches for Lord George Germain which he received "yesterday."

#### MARQUIS DE NOAILLES TO VERGENNES <sup>1</sup>

[Extract]

London, 22 November 1776

You recall, Your Excellency, all that occurred at the time of the naming of Lord Howe to command the fleet in America. That of Admiral Keppel brought down a new affront on the part of this officer who was summoned to the King last Monday. His Britannic Majesty told him that he would be given command of the fleet which was being formed, that he was asked not to stand aside and to keep himself ready to leave at the first order. The admiral replied that he owed his services to the King, but that he could not accept the honor which His Majesty accorded him except on the condition that he would have no dealings with Lord Sandwich, and that he would not correspond at all with this first Commissioner of the Admiralty, which was agreed upon. This officer, who belongs to the opposition party, believed himself bound to point out to the King of England that, not being able to abandon his principles concerning the American affair, he would not voluntarily take command of a fleet destined to take action against the Americans, and the King assured him in reply that the fleet which he was to command would not leave European waters . . .

I have just learned that at noon today Lord Germain received a letter from General Carleton, dated at Quebec on 23 October, which sends word that the English flotilla having engaged the American flotilla in combat on the 16th and 17th of the same month on Lake Champlain,<sup>2</sup> the latter were almost entirely destroyed. Of the 15 ships which it comprised, only 3 escaped, which they imagined to be able to overtake soon. The English army was supposed to arrive a few days later at Crown Point, where they did not expect to encounter resistance, seeing that the fortifications are destroyed, and since the Americans have removed the artillery from there. The latter's army is positioned at Ticonderoga.

I am not certain, Your Excellency, if I am a proper judge, but this defeat appears to me to be of little importance, for the season in which we are we ought to expect it, since Lord Germain had stated to the Spanish ambassador that



*Charles Gravier Comte de Vergennes.*  
*Ministre et Secrétaire d'Etat.*

General Burgoyne had left with such a superior fleet that it was almost in a condition to engage that of France. But the American flotilla, before being destroyed, had accomplished its purpose, since it obliged the Army of Canada to remain at the head of the lakes from May until October, and that there is no indication that for this campaign it will be able to effect its junction with General Howe's army. Winter is coming on rapidly and with it the close of military operations, which appear to me up to the present to be of scant yield for this country.

I must not omit telling you, Your Excellency, that the impressment is at the point where it is beginning to snatch away servants from behind their masters' carriages. Not since the reign of Queen Anne has one witnessed the commission of such excesses.

1. AMAE, Correspondance Politique, Angleterre, vol. 519, LC Photocopy.

2. Incorrect dates; the Battle of Valcour Island was fought October 12 and 13.

GEORGE JACKSON TO VICE ADMIRAL RICHARD LORD HOWE<sup>1</sup>

My Lord

22nd Novr. 1776

The King having been pleased by His Order in Council of the 16th of June 1775, to order my Lords Commrs of the Admty to issue out such Warrants as they shou'd find requisite for pressing so many Seamen, Seafaring Men, and Persons whose Occupations and Callings are to work in Vessels and Boats upon Rivers in his Majts Dominions in North America, as shou'd from time to time be necessary for manning His Majesty's Ships and Vessels in those Ports and the Warrants which their Lordships caused to be issued in consequence thereof, expiring on the 31st of next Month; I am commanded by my Lords to send your Lordship herewith Two hundred new Warrants of the same kind for Captains and Commanders of the Kings Ships and Vessels and also Fifty more of another sort for Lieutenants Commanding Schooners and Armed Vessels to continue in force 'til the 31st December 1777 unless duly countermanded before that time of which former your Lordship will please to cause a proper number to be directed dated and deliver'd to each of the Captains & Commanders of His Majesty's Ships and Vessels under your Command, in order that they may depute such as they shall think fit to their respective Lieutenants, And one of the latter to each of the Lieutenants commanding Schooners and Armed Vessels, accompanying the same with such Instructions for their guidance in the execution thereof as you shall judge proper and for your Lordships information in this Matter, I send you herewith printed Copies of the Instructions which accompany the Press Warrants that are issued to the several Officers abovementioned at Home in order that your Lordship may make such use thereof as you shall judge necessary. I have &c.

Geo. Jackson D. S.

P S Their Lordship desire You will keep & transmitt to them an Account of the Officers to whom you shall deliver the above Press Warrants and of the Number to each

By the *Thames*

1. PRO, Admiralty 2/553, 223-24.



MINUTES OF THE BRITISH NAVY BOARD <sup>1</sup>

[London] Friday 22d Novr 1776.

Mr Hubbort of 13 inst tendering the *Yankee* Privateer & her Stores for Sale. Direct Deptford Officers to survey and report if she is a proper Vessel to be purchased as an armed Vessel, with their opinion of the Value of the Hull, & such Stores as may be proper to be bought with her.<sup>2</sup>

1. PRO, Admiralty 106/2594.

2. On November 30 the officers reported that in their opinion "the *Yankey* Privateer is unfit to be purchased for the Kings Service," PRO, Admiralty 106/2594.

*Whitehall Evening Post*, THURSDAY, NOVEMBER 21 TO SATURDAY,  
NOVEMBER 23, 1776

London, November 22.

Capt. [George] Gray, of the *George*, taken by an American privateer on the Banks of Newfoundland, writes, that the same privateer has taken three more of the same fleet.<sup>1</sup>

Letters from Lisbon, dated the 2d of Nov. mention, that several vessels from Newfoundland were arrived there, among which was the *Dove*, Captain Ware, and that they had been all stopped by the American privateers, but were soon after released.

1. See Volume 6, 1110.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir

*Pallas*, Spithead, 22d Novr 1776

I have enclosed the List of the Trade that left Jamaica under Convoy of his Majesty's Ship *Pallas* under my Command, and have set off the time of parting Company, and the Latde and Longde against such as we were certain of for their Lordships Inspection. they were paid a particular attention to otherwise we never could have known the names of so many of them. The Master of the *Eden* which parted Company the 6th of September, came onboard the 4th, to request leave to make the best of his way, when I expressing my surprize at his wishing to run the risque, he informed me that there was a Report in the Fleet that we had spoke a Sloop which gave us intelligence that Commodore Hopkius had been taken and that therefore he did not apprehend there was any danger, I told him that we never had received any such Intelligence, and I believe it was a Report raised among the Masters of the Ships to give an opening for their parting Company. this I mention that their Lordships may see how desirous they were of leaving the Convoy. I am Sir [&c.]

W: Cornwallis

1. PRO, Admiralty 1/1611, 3, 26.



“EXTRACT OF A LETTER FROM DARTMOUTH, NOV. 22”<sup>1</sup>

We have just received the following intelligence from on board the *Betty*, who is arrived off this place from Newfoundland; that the *Triton*, Capt. Hookey; the *Lion*, Hervey; the *Flora*, Capt. Whitburn, belonging to this place, and the *Penguin*, Capt. Bussell, belonging to Tinmouth, all sailed from Newfoundland, bound to Spain with fish, the 26th of October, under convoy of the *Fox* frigate of war; and on the 14th of November, having parted with the above frigate, were all taken by an American privateer of 16 guns, and 190 men, called the *Sturdy Beggar*, in lat. 43. 44. N. and long. 13½. W. The Captains and crews of the above ships are come over in the *Betty*, from whom we received this account.

1. *Whitehall Evening Post*, November 23 to November 26, 1776.

23 Nov.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN TYRINGHAM HOWE,  
H.M.S. *Thames*, SPITHEAD<sup>1</sup>

You are hereby required and directed to take under your command His Majesty's Storeship the *Elephant* (Lieut Bechinoe who commands her being directed to obey your Orders) & under your Convoy the several Store Ships & Victuallers mentioned on the otherside hereof & also any Navy Transports with Recruits for the Army under the Command of General Sir Wm Howe which may be ready to accompany you & then put to Sea with the very first opportunity of Wind & Weather and make the best of your way with them to New York; taking all possible care to keep the said Store Ships Victuallers and Transports together during the Voyage & to dispose of the *Elephant* Store Ship & also of the Ordnance Store Ships (which are Arm'd) in such manner as will best contribute to the protection of the others; And upon your Arrival at New York You are to put yourself & the *Elephant* Store Ship under the command of Vice Adml Lord Howe commander in chief of His Majesty's Ships & Vessel[s] in North America and follow his orders for your further proceedings And at the same time You are to deliver to his Lordship the Packets you will receive herewith directed for him.

In case any of the abovementioned Store Ships shou'd not be arrived at Spithead when this reaches you, You are to wait their til their arrival and then use the utmost dispatch in proceeding as above directed; And in case there shou'd be any other Ships or Vessels at Spithead than those abovementioned which are bound to New York with Provisions Stores or Necessaries for the Use of His Majesty's Navy and Army there you are to take them, or such of them as may be ready under your Convoy also, & see them in safety to that place.  
Given &c 23rd Novr 1776

Sandwich H. Penton H. Palliser

By &c GJ. DS.

<u>Ships</u>	<u>Masters</u>	<u>Lading</u>
<i>Lord Townshend</i> }		Ordnance Store Ships
<i>Unity</i> }		
<i>Adventure</i>	Jno Sime	
<i>Empress of Russia</i>	Jno Kid	
<i>Thames</i>	Jno Kendal	
<i>Duke of York</i>	Josh Graham	
<i>Union</i>	Jno Hudson	Treasury Store Ships with Camp
<i>Prudence</i>	Jno Sampson	Equipage Clothing and Stores for
<i>True Love</i>	Reed	the Army
<i>Two Sisters</i>	Watt	
<i>Maria</i>	Robt Gordon	
<i>Juno</i>	Long	
<i>Duke of Bedford</i>	Jno Clark	
<i>Levant</i>		Navy Victualler with Sour Krout
		Marine Clothing and Medicines
		for the Hospitals.

By &amp;ca

1. PRO, Admiralty 2/101, 508-10.

INTELLIGENCE FROM PAUL WENTWORTH TO LORD SUFFOLK <sup>1</sup>

Recd from Mr P. Wentworth Novr 23. 1776.

Willing & Morris of Philada having writ to Mr Deane a Scheme for an Extensive & very profitable Commerce, to be carried on between the Subjects of France, & those of G B. now in Rebellion – Mr Deane did actually engage Mr Tho. Walpole – Mess Bourdieu & Co Mr G Aph[ro]p – & others in London – Mess Delap of Bourdeaux – Mess — (the Comp to which the Brig. *Dickinson* was Consd) – at Nantz – Mess Du Cha[u]mont – Mr Grant, of Paris Mess. Honicci, Fiszoux & Co Mess. Crommelin at Amsterdam – a House of Antwerp & many others being sharers of a Capital of £ 400 M to be employed as French property, on French Ships. – The Articles besides others – are Cloathing of all denominations – Sail Cloath – Cordage – Oznabrigs & russia Linnen – shoes – Hose – Blanketts – Drugs &c &c. Great Quantitys are shipped by various means to Dunkirk & Ostend – & thence in Coasters to Havre, Nantz & Bourdeaux &c. where they are reshipped in Armed ships provided with American passes besides the Necessary papers as French ships sailing on french Acco. – by which means they assure themselves of safe Conduct to the very Harbours of No America, & they are not to enter them, but as they are found without Brititish ships of force to prevent them. One Condition which is to bind the Adventurers is that they are not to ship any Military stores. The Treaties have been Consulted – the last restraining-act referred to, & Notice taken of its not having been Notified to france, or Spain – & hence

Conclusions drawn in favor of this New Mode of Carrying on Commerce with Colonys in rebellion against its parent State.

The french Ambassador was Confidentially asked His opinion of the probability of His Courts declaring War against G B – & He gave the most positive Assurances that if the safety of the property above stated depended upon the declaration of a War by France, that His Court would take great pains to avoid it –

1. Stevens, ed., *Facsimiles*, No. 131.

*Whitehall Evening Post*, THURSDAY, NOVEMBER 21 TO SATURDAY,  
NOVEMBER 23, 1776

London, November 23.

Yesterday, some dispatches were received at Lord George Germain's Office, from Quebec, brought by the *Montreal*, Captain Gibson, arrived at Dover, which, it is reported, mention, that part of the King's ships and boats, in crossing Lake Champlain, had been attacked by 17 armed Provincial vessels, which was at first attended with some loss; but on the remainder of his Majesty's fleet coming up, they attacked the Provincials in their turn, took and destroyed the greatest part of their vessels. The army on landing marched to Crown Point, which they found reduced to ashes; they then proceeded to Ticonderoga, and were besieging the place when the accounts came away.

#### SILAS DEANE'S PROPOSED TREATY ARTICLES <sup>1</sup>

Memoire

[Paris, November 23, 1776] <sup>2</sup>

It is to be premised, that the following proposed Articles are simply the Result, of the Thoughts, of a private individual, on the subject of a proposed Alliance between the Kingdoms of France and Spain in Europe, and the United States of North America – he conceives the contracting parties, to have two great Objects, in View, in their Alliance, which the Concurring Events, of the present Time, have put it in their power to obtain, – On the part of France, and Spain; To exclude Great Britain, from any future Connection, with America, its Islands, or Seas, – Thereby, at once, to reduce, her enormous Naval Power, secure their own Possessions, and increase their Commerce, and marine, to the highest degree Conceivable –

On the part of the United States of North America by such exclusion to secure, to themselves, Peace, Liberty & Safety, in their possessions and Commerce.

Enough has been said, on the Subject, of This dispute, to convince every one, unprejudiced in favor of Great Britain that these Objects, great as they are, are attainable in the present Crisis, which unattended To for a few Months may be out of the power of either party, United or Separate hereafter.

Proposals.

1st The Thirteen United Colonies, now known by the Name of the United States of North America shall be acknowledged by France, & Spain, and treated

with as independent States and as such, shall be guaranteed, in the possession, and Dominion of all that part of North America on the Continent, which by the last Treaty of Peace was ceded, and Confirmed to the Crown of Great Britain

2. The United States shall guaranty and confirm to the Crowns of France and Spain, all and singular their Possessions and Claims and every other part of America, whither North or South of the Equator, and of the Islands possess'd by them in the American Seas.

3. Should France or Spain, either or both of them possess themselves of the Islands in the West Indies now in possession of the Crown of Great Britain (As an indemnity for the injuries sustained by them in the last Warr in Consequence of its being commenced, on the part of Great Britain in Violation of the Laws of Nations) The United Colonies shall assist the said Powers in obtaining such satisfaction, and guaranty & Confirm to them, the Possession of such Acquisition.

4. The Fisheries on the Banks of Newfoundland, of Cape Breton & parts adjacent commonly called and known by the Name of the Cod Fishery, shall be equally free to the subjects of France, Spain, and the United states of North America, and to the subjects of no other State or Nation. And the Islands of Newfoundland & Cape Breton equally free to either for curing, and carrying on, such Fisheries under such Regulations as may prevent the almost possibility of any misunderstanding on the subject.

5. There shall be free Liberty of Commerce, between the subjects of France, and Spain, and the United states respectively, and they shall mutually engage, to protect, and defend each other in such Commerce

6. The more effectually to preserve this Alliance, & to obtain the great Objects and View, it shall be Agreed, that any and every British ship or Vessel found or met with on the Coast of North America, of South America, or [o]f the Islands Adjacent, and belonging thereto within a certain degree or distance to be agreed on, shall be forever hereafter Considered as Lawful prize to any of the subjects of France, Spain, or the United Colonies and Treated as such as well in Peace as in Warr – Nor shall France, Spain or the United states ever hereafter admit British Shippes into any of their Ports in America North or South, or the Islands adjacent, nor shall this Article ever be altered or dispensed with but only by and with the Consent of each of the Three Contracting States.

7. During the Present Warr between the United States & Great Britain France and Spain shall send into North America & support there a Fleet to defend and protect the Coasts and Commerce of the United states, in Consequence of which if the Possessions of France or Spain shall be Attacked in America by Great Britain or her Allies, the United Colonies shall Afford them all that Aid & Assistance in their power.



8. No peace, or Accomodation shall be made with Great Brittain by either of the Contracting parties, to the infringement or Violation of any one of these Articles.

Should the foregoing Articles, revised, & varied, or similar adopted, by any other private person, be thought deserving any Consideration, of the Courts of France & Spain, The person proposing them, having a knowledge of the disposition of many principal Persons, in high Trust in the United States, of North America he will instantly transmit them, and they may undoubtedly merit the earliest, & most serious Attention of the Congress – As that Body, having Unanimously declared for independance, on Great Brittain, and for Foreign Alliances, will be Attentive to every proposal on the subject though presented them by a private individual. –

1. Stevens, ed., *Facsimiles*, No. 595.

2. Date is established in November 23 letter, Silas Deane to M. Gerard, Stevens, ed., *Facsimiles*, No. 594.

## 24 Nov. (Sunday)

CAPTAIN WILLIAM CORNWALLIS, R. N., TO PHILIP STEPHENS <sup>1</sup>

Sir *Pallas*, Portsmouth harbor 24th Novr 1776.

I beg you will be pleased to acquaint their Lordships that I have heard Clamours have been raised against my Conduct in bringing the Convoy from Jamaica, and that it hath been said I parted Company from them and bore away for the Coast of America the 18th of Sept; I beg leave to observe that a light breeze springing up on the Night of the 17th to my great surprise in the morning I observed above half the Ships that had been in Company the day before steering away to the Eastward, upon which I made the Signal for them to come into my wake, which they paid no attention to, as it will I believe appear upon my Journal which I transmitted for their Lordships Inspection. if that Wind had continued I certainly should not have gone to any Port, but I thought in the situation that we were in, it would be proper to keep pretty well to the Northward, and as there were a great Number of Men of War employed in America I thought keeping along the Coast would be much safer for the Convoy as the Privateers would naturally keep at a distance to be out of the way of Men of War; the other Ships parted at different times, some of which hailed us, but none of them enquired whether we were going into Port.

I beg you will also be pleased to acquaint their Lordships that as I am not conscious of having failed in any point of duty, if there remains any doubt of my conduct, I beg they will be pleased to order it to be enquired into I am [&c.]  
W. Cornwallis

1. PRO, Admiralty 1/1611, 3, 28.



25 Nov.

INVOICE OF GUNPOWDER ON ACCOUNT OF THE CONTINENTAL CONGRESS <sup>1</sup>Hamburg 25 November 1776.

Invoice of Two Hundred and Forty Seven Barrels, Powder – shipped by Mr John Ross, on board the Brigg *Hoffnung*, John McKeever Master for Philadelphia, being by Order & on Account & risk of the American united Colonies & in part of a Contract, under date 5th February last <sup>2</sup> with Messrs Willing Morris & Co of Philadelphia, and said Mr Ross, and Consigned them as Pr Advice

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132 Casks of Musket powder each	
94 lb 12408 lb neat a 9/-	MP 6979. . 8. . -
115. ditto Cannon ditto	
94 " 10810 lb a 8/-	" 5405. . - . -
	MP 12384. . 8. . -
Agio 23 pCt	" 2315. 13. . -
	Br m P 10068. 11. . -
Commission allowed J. Parish 2 pCt	201. . 6. . -
	Br m P 10270. . 1. . -

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1. John Ross Invoice Book, vol. 1, 17, HSP. Invoice book contains entries of this date for gunlocks shipped to Willing, Morris & Co. and for gunpowder shipped to St. Eustatius.
2. "Congress . . . directed the Secret Committee to Renew the Contract which was done in Feby 1776. Mr John Ross of Philada Merchtn was half Owner of the Ship *Lion* & Consequently half Interested in the Contract tho' not named therein. To prevent further disappointments, he determined on a Voyage to Europe to prosecute this & other business. We purchased a fine Brig in which he went first to Madeira but not meeting a Market for her Cargo of flour he proceeded from thence to Bilboa w[h]ere he landed the same, not being able to obtain the Articles wanted, he proceeded from thence to Hamburg in ballast at this place he made his purchases & prepared the Brig and a Ship which followed him from Lisbon to receive the Goods. before they were put on board Informations were lodged with the British Minister that these were American vessels loading with Ammunition. That Minister required the Magistrates of Hamburg to make Seizure of them which they shamefully complied with, but this happening before the Goods were onboard, and Mr Ross having had some previous intimation, he got the property of the Vessells Covered by Newspapers so that they were acquitted. This transaction however put it out of Mr Ross's Power to ship the Goods he had bought, from that Port to America. He was therefore obliged to have them sent by Neutral Bottoms to other places in order finally to get them to this Country." Robert Morris's Account of his Contracts with the Continental Congress, Robert Morris Papers, HUL.

26 Nov.

PHILIP STEPHENS TO JOHN ROBINSON <sup>1</sup>

Sr

26th Novr 1776

Vice Adml Sr Jas Douglas Commanding Officer of His Majesty's Ships at Portsmouth having represented to my Lords Commrs of the Admty that all Ships bound to West Florida must go by the way of Jamaica as they cannot get through

the Gulph of Florida and without a Pilot cannot go through the Old Streights of Bahama and therefore proposed, that the Ship *Meredith* laden with Provisions for His Majts Forces in West Florida, which was to proceed under Convoy of the *Thames*, so far as their way lay together, may instead thereof, proceed under Convoy of His Majts Ship *Glasgow*, now under Orders to proceed to Jamaica And their Lordships having directed Sr James Douglass to give Orders for the said Ships proceeding under Convoy of the *Glasgow* instead of the *Thames* accordingly; I am commanded by their Lordships to acquaint you therewith, for the information of the Lords of the Treasury: And am &c:

P: S:

1. PRO, Admiralty 2/553, 234.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

My Lord

26th Novr 1776.

Captain Douglas of the *Isis* having in his Letter of the 21th of last Month,<sup>2</sup> given my Lords Commissrs of the Admty an Account of the Success of His Majesty's Forces on the Lake Champlain & at the same time recommended to them the Gentlemen named in the inclosed Copy of the List which accompanied his Letter for their Gallant behaviour upon that Occasion; I am commanded by their Lordships to acquaint you that they have promoted Captain [Thomas] Pringle of the *Lord Howe* Armed Vessel, to be Captain of the *Camel* of 24 Guns fitting out at Deptford, and Lieut [James Richard] Dacres to be commander of the *Sylph* Sloop fitting out at the same place, and that they are pleased to leave it to your Lordship to fill up the vacancies occasioned thereby in such manner as Your Lordship shall judge proper.

I do not trouble your Lordship with a Copy of Captn Douglas's Letter as he informed me that he was preparing to send to you by Express the particulars contained in it; but I have herein taken leave to enclose an impression of the Gazette in which a Copy of that, as well as of Sr Guy Carleton's dispatches upon the Subject, were printed & have the honor to be &c.

P: S:

By the *Thames* p Express at 1/2 past 12 at Night Duplicate sent 14 January by the Packet

1. PRO, Admiralty 2/553, 237.

2. See Volume 6, 1340-45.

SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE <sup>1</sup>

Gentlemen

Paris 26th November 1776

This serves only to inclose and explain the within State of the Commerce of Leghorn, which was given me by the Envoy of the Grand Duke of Tuscany, a Gentleman of universal Knowledge and a warm friend to America, and indeed to all mankind; I have the honor of his acquaintance in an intimate degree, and having communicated to him a memoire setting forth the particular state of the Commerce of America, with the History of its rise and increase and its present importance; it being a copy of what I delivered this Court; he marked the articles in demand in general and those in particular as you will see in the inclosed, after

which he enumerates their articles for exportation which in my turn I marked and observed upon as before you.

I have only to add that the Grand Duke has taken off all duties on the american Commerce to give it encouragement. This indeed is done rather privately to prevent Complaints of other Powers of a seeming partiality; when I add to this, that it is agreed on all hands Ships of War may be purchased at Leghorn ready fitted for sea cheaper than in any port in Europe, I think a good acquaintance ought to be cultivated with this state. I have the Honor to be &c

Silas Deane

(Copy)

1. Papers CC (Letters from Silas Deane and Arthur Lee, 1776-79), 103, 26-27, NA.

**27 Nov.**

CHRISTOPHER D'OYLEY TO PHILIP STEPHENS <sup>1</sup>

Sir,

Whitehall 27th Novr 1776.

I am directed by Lord George Germain to transmit to you the inclosed Copy of a Letter communicated to me by Mr Stanley, Secretary to the Commissioners of the Customs, and to acquaint you, for the Information of the Lords of the Admiralty, that there is reason to believe, from Intelligence received through other Channels, that a considerable Number of Armed Vessels belonging to the Rebels and destined for North America, are now taking in their Cargoes, not only at Nantes, but also in different Ports in Holland, and in the Northern Parts of Europe, and that those from the latter mentioned Places will most probably in pursuing their Voyage, to North America, shape their Course North of the British Isles.

1. PRO, Colonial Office, 5/125, 79.

SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE <sup>1</sup>

Gentlemen

Paris 27th November 1776

In a former Letter I mentioned a Naval Enterprize which might at first appear Romantic, but the more it is considered the less danger I shall be in of being taxed on that score. Admiral Montague lately returned from the Banks where the Fishermen have had a wretched season of it, in consequence of the american privateers. He left two small Sloops of War there of 14 and 16 guns. In common years they leave six or seven thousand of their Labourers or Fishermen there as in a Prison through the winter employed in taking of Seals, repairing of Boats, Stages &c these are unarmed and ever dissatisfied to the last Degree with their Situation; two Frigates arriving early in February would destroy the Fishery for one if not two years, and obtain an acquisition of a fine Body of Recruits for your Navy. I have conferred with some Persons here on the subject, who highly approve the enterprize, but I submit it to your opinion after urging dispatch in what ever is done or attempted on that subject.

The Resolution of the Court of Spain in the case of Captain [John] Lee at Bilboa gives every encouragement to adventurers in these Seas where the prises are valuable, and where you have constantly Harbours at hand on the Coast of

France and Spain to repair to and refit in, and where constant and certain Intelligence can be had of the situation of the british ships of War as well as of Commerce; I need not add on a subject so plain and at the same time so important, but will only remind you that the Dutch, in the space of two or three years after their first Revolt from Spain, attacked the Spaniards so successfully and unexpectedly in every Quarter of the Globe, that the Treasures they obtained thereby enabled them to carry on the war. Let me repeat that if you empower me or any other Person here, you may obtain any number of Ships of War on Credit from Individuals on paying Interest 5 per Cent until paid. The King will probably have use for his, and besides to let this go would be the same as a Declaration of War, which in form at least will for some time be avoided.

I write on different subjects in different Letters as they rise in my mind, and leave you to use as you judge best my Sybil Leavey and am Gentlemen &c

Silas Deane

(Copy)

1. Papers CC (Letters from Silas Deane and Arthur Lee, 1776–79), 103, 28–29, NA.

#### LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

Secret No 113

Paris Novr 27th 1776.

My Lord As my Yesterdays Conversation with M de Vergennes was a long one, a particular account of it, would swell this Dispatch to too great a Size, I must therefore content myself with giving Your Lordship the Substance.

I began with telling him – that since we parted at Fontainebleau, I had received Letters from my Court, in which, I was enjoined to express the great satisfaction with which the King had received the positive assurances of Friendship, which his Excellency had given me, by his Most Xn Majesty's express order, and in his Name – To such assurances we gave entire credit, had a thorough dependance upon them, and had no doubt that they gave equal credit to our professions, which were as sincere as possible, and which I solemnly renewed, after he had made a handsome Compliment in answer to this; I went on to say, that we saw with surprize, and Regret, that notwithstanding these friendly intentions, they were going to take a Step, which had a very unfavourable appearance, and was of the greatest Importance to us, for the Reasons which I had given his Excy at large, in our last Conversation. I repeated those Reasons, as shortly as I could, but so as not to lessen their force, and omitted nothing my Lord, that tended to shew the Consequence to us, of a French fleet being sent to the West Indies, in the present critical Moment. I spoke of the General Appearance it carryed, the hopes the Rebels would conceive, of drawing advantage from it to that Trade, which they certainly carried on with the french sugar Islands, and which was as beneficial to them, as it was prejudicial to us – In a Word my Lord, and not to dwell upon the Arguments with which You yourself furnished me, I spoke as Strongly, and forcibly as I could, upon the Importance to us of this Expedition, if it did take place, and of the Attention which it must necessarily draw, I did not however drop the least Intimation, of what we should be forced to do on our part, but spoke of it, only as a Step which appeared to us, inconsistent with that friendship



which this Court professes for us, and on which we love to rely – A great part of his answer was the same in substance, with that which he gave me the last time I saw him. He said, that he as yet knew nothing positive as to the destination of this fleet – that the King his Master's final Resolution, with regard to it was not taken, unless it had been taken last night, which he did not believe, that if this small Squadron did go to the french West Indies, as was probable, there was nothing that could give us the least cause of Jealousy; that it was inconsiderable in itself, consisting only of six Ships, and four frigates, and would probably be divided into three parts, and stationed at st Domingo, Martinico, and Guadeloupe – that we had a great Naval force in North America – that Every Nation must think of it's own security, and defense, and that as to the Trade I had mentioned, it would as he had already observed to me, be checked, and not countenanced by this Fleet.

To this my Lord, I replied in general – that M du Chaffault's fleet would in Effect be a greater force than any we had in America, as I knew it was the opinion of the ablest Sailors, that six ships of the line, well conductd, as these would be, were more than a Match for any Number of Frigates, that could be brought[t] against them: He interrupted me here to say, that I might be very sure that France had no hostile Intention – I said I was convinced of this, and was the more astonished at this expedition, as I could not discover a sufficient motive for it, I added, that there were no arguments, which Ingenuity could not combat with Specious Reason, but that I always loved to deal frankly, and speak out, and therefore must say, that it did seem to me, totally impossible that so able a Ministry, as the present Ministry of france certainly was, should not see, should not be convinced in their own Minds, that a French fleet, sent to the West Indies in the present Moment, was an important, and a disagreeable Thing for Great Britain. Without discussing this, He so far changed the Subject as to say in his answer, that besides the Reasons he had given me, it was essential to the King his Masters dignity, and Honour, to prevent all Insults to his Ports, which had been notoriously insulted of late, on many occasions, by our Men of War, who when they were pursuing an enemy's Ship, followed it into a french Port, just as they would into Portsmouth, or Plymouth: He added, that they had made many little complaints of late, on no one of which they had as yet received Satisfaction – He said this My Lord, with a very firm, but not an Angry Tone – I expressed my surprize, and put him in mind, that this was the first time he had ever spoke to me upon the subject, that as I knew no particulars, I could only answer in General, that the King was too Jealous of his own Honour, not to respect that of every other Sovereign, that nothing could be more foreign to his Majesty's Intentions, than to offer the least Insult to france, nothing more positive, than the orders given to all our sea Officers, to respect her Pavillion and Territory, according to those known Laws which are universally received – He said, that he did believe those orders were given, but that they certainly were not obeyed, and added, that if a french officer dared to offer a similar Insult to our Ports, his Head would pay for it. He entered into no particulars, of the Violation of Territory he complains of, said that it was true, that he had never spoke upon the subject to me, that he had purposely avoided it as a disagreeable one, and had sent all those



Complaints through the french Minister, which was the natural channel – He then added, that he hoped M de Noailles had told your Lordship, as he was instructed, that the Attention France has to complain of every little disagreeable Incident as it arises, is a Proof of her sincere Desire, to preserve Peace, had we not that Intention said He, we should let these Grievances accumulate, put 'em all in a Bag, was his expression, and form a Mass, to be produced at once when they were wanted, to give a Colour to some unfriendly design. After I had answered in General Terms, that we should always be Ready to do Justice, and redress every Real Grievance; He changed the Subject a little, and said, you cannot expect us, to treat the Americans, with the same Rigour that You do, our Trading Vessels are forced to come near their Coast, in their way to, and from Europe, their privateers would if provoked, attack us, we should have nothing to gain in such Combats, and every thing to lose – To this I replied My Lord, that what I had expected, was the performance of that Declaration his Excellency gave me many months ago, “that the Americans should not be supplied, with Arms, or Ammunition,” I observed to him, that those orders had certainly been eluded in France, on more occasions than one, but had been totally neglected in the french West Indies, from which it was notorious, that the Rebels had received great supplies of this kind – I spoke of this as a thing past all doubt, and again observed to him, that a French fleet sent thither at this time, would certainly carry the appearance of favouring that Trade – He never would admit this, but after combating it as before, he repeated what he had said at the beginning of our Conversation, that he did not know, that the King his Master had fixt the destination of M du Chaffaults fleet (he said the Same thing to another foreign Minister yesterday Morning) He then myLord, hinted at our immense Preparations I told him that he knew the object of them, and that they were calculated only for our own Defense. I am persuaded answered he that they are more for ostentation than use, c'est moins pour L'Employ que pour L'étalage de vos Richesses was his Expression, I am likewise persuaded continued he, notwithstanding all the Intimations we receive to the contrary, that Your Professions are sincere, and Your Intentions pacific, Your Situation certainly does not call for a foreign War, so that all that is said tending to create an Alarm, does not affect me. – I answered, that the Picture he had drawn of his own Situation, and feelings, was an Exact Representation of ours, that we were persuaded, the present french Ministers, were too wise, not to know, and value, the blessings of Peace and therefore were not affected with those constant Rumours of War, which he well knew, were to be met with, in every Corner of Paris. – I purposely added, what was true, that that very morning, I had heard in the King's Antichamber, that M du Chaffaults departure was deferred for some little time, that his fleet might be augmented – he held up his hands at this, put me in Mind of what he had said to me upon his Honour, at Fontainebleau, and repeated the Same assertion, but then added, I do not Say what we may do in the Road of Brest; we may very probably have a Fleet there as you certainly have a very formidable one at Spithead. He said this with a forced Smile – I answered, that our Armament was considerable, and ought to be so, that whilst france was only preparing in her Ports, and putting good Locks to her Doors, we had not meddled with ours, but when she

began actually to arm, it was our Duty to take those precautions that Prudence dictates. I added that I never held one Language at Versailles, and another in England, but that I always had thought, and always should say, whenever I was called to give my opinion, – that a British Ministry who did not Put the Navy of England upon the most respectable footing, when our Neighbours were arming all around us, was highly culpable, I ended with saying, that I knew the Activity, and Wisdom of the present Ministers too well, not to be sure, that they never would incur that blame. I said this My Lord in the politest Manner, but with the Tone of a Man, who speaks from th[o]rough conviction – He answered, that his opinion agreed entirely with mine, that no wise Nation would rest her security, upon anything but her own Vigilance, and proper Attention to put herself in a posture of Defense, I credit entirely Your Professions, You I hope, equally credit ours, but La volonté de l'homme est ambulatoire, besides events arise in Politics, that force a change of Conduct, and for these Contingencies every wise Nation will be prepared: He ended with saying, as we do not credit what is said by your opposition, do not you Credit what You hear from les Detracteurs du Ministère

He seemed My Lord to intend that the Conversation should drop here, but as he had not answered me with regard to M du Chaffaults fleet, in the Manner I wished, I determined to return once more to the charge, and that I might give an air of Novelty to what I said, which would make a repetition of the Arguments I had used more attended to, it occurred to me, that I might take an advantage of his having repeatedly mentioned the Opposition; (one of the principal Members of which I had presented to him that Day) I therefore told him My Lord, that besides the real Mischief that would arise to us from the Destination of M du Chaffaults fleet, if it was what the public supposed, there was a great deal in the Alarm it would give, and the appearance it would carry. I asked him, what he as an English Minister would answer to a Speaker in opposition who should say – France sends a Considerable fleet to Her Islands; What force have you in yours? what precautions have you taken for their Defense? do you mean the french Fleet should go unobserved, with no british Squadron to watch its Motions? is our security then, to depend upon the Sincerity of a Rivals Professions? &c &c

I worked up those, and similar Topics as well as I could. My Lord as it struck me, that this was a way of saying Strong things, without the possibility of their carrying an Air of Menace, or Insult.

He smiled at some parts of this little speech, then combated my Arguments, with many he had used before, but said at last after a short Pause. “I will give the King my Master an account of our Conversation, as he has a sincere friendship for his Britannic Majesty. The uneasiness you have conceived at the Destination of this little fleet, will naturally weigh with Him. I do not at all know what his Resolution will be, but if he should determine, to leave his Ports in the West Indies, without a fleet to protect them from insult, I cannot but expect, that You my Lord, will be authorized to give, the most positive assurances from Your Court, that our Ports, and Territory, shall be respected as they ought.”

I answered, that I knew the most positive orders had been given, to all our Navy, and was persuaded they would be renewed.

If the Destination of this fleet should be changed, or its Departure deferred, which I am not yet sanguine enough to expect, In this case my Lord, I humbly hope that I shall be authorized to give the Assurances M de Vergennes desires; and indeed there seems to me every reason of Policy, for our being particularly attentive not to offer France any Insult, or give her the least just Cause of Complaint at this Time

I have this Moment received the Honour of Your Lordships Letter No 60: and am excessively happy to find that my Conduct has met with his Majestys gracious approbation I am with the greatest Truth and Respect My Lord [&c.] Stormont.

1. PRO, State Papers, 78/300, 278-87.

LORD STORMONT TO LORD WEYMOUTH <sup>1</sup>

[Extract]

Confidential

Paris Novr 27. 1776

My Lord I am very secretly informed that Spain who, as Your Lordship knows, has long favoured the American Rebels underhand is now preparing to assist them more than ever, It is Even not improbable that She will take an open and decided Part in their Favour. She likewise Meditates an attack upon Portugual. All this is done in Concert with this Court who chuses to keep behind the Curtain for the present but has agreed to assist Spain with Eleven Millions of Livres . . .

Mr Deane was at Versailles all Monday and Yesterday he has I am told obtained a promise of a french Vessel to carry to America a Number of officers, ammunition, Cloths &c but from what Port that Vessel is to sail, I have not yet been able to learn The Secret assistance the french Ministers give the Rebels is no longer a Mystery it is pretty well known to those who are at all informed, and is much blamed by sensible Men tho no friends to Great Britain They say that it is weak narrow Policy, and that what is done is either too much or too little. . .

1. PRO, State Papers, 78/300, 288-89.

28 Nov.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG, ANTIGUA <sup>1</sup>

Sr

28th Novr 1776

The Earl of Suffolk, One of His Majts Principal Secretaries of State, having transmitted to my Lords Commrs of the Admty the Copy of a Memorial which he has received from Monsr de Hannahon the Danish Charge d'Affaires complaining of the Conduct of Captain Brine [Henry Bryne] of His Majesty's Ship the *Hind*, in the Road of Frederickstadt off one of the Danish West India Islands, and signified His Majesty's Pleasure, that immediate enquiry be made into the Complaint contained therein. I am commanded by their Lordships to send you herewith a Copy of the said Memorial and to signify their direction to you to make immediate Enquiry into the Matters therein complained of, and to report to them, by the very first opportunity, how the same shall appear. I am &c:

P. S.

By the *Glasgow* at Portsmouth

1. PRO, Admiralty 2/553, 223-24.



SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE <sup>1</sup>

[Extract]

Gentlemen

Paris November 28th 1776

Your favor of the 7th August last covering Copy of yours of the 8th July I received tho' the original never came to hand. — this Letter also inclosed the declaration of Independency with instructions to make it known to this and the other Powers of Europe, and I received it the 7th Instant, though the Vessel which brought it had but 38 days passage from Salem — this Letter was very far from relieving me, as it inclosed what had been circulated thro' Europe for two Months before, and my pretending to inform this Court would be only a matter of form, in consequence of your Orders which were expressed in the stile of any common affair — I certainly prefer, and must on all occasions, simplicity of stile as well as manners, but something is due to the dignity of old and powerful States, or if you please to their prejudices in favor of long accustomed form and etiquette, and as the United States of America by this, introduce themselves among the established Powers and rank with them, it must, of course be expected that at the first introduction or the announcing of it, some mode more formal, or if I may say respectful would have been made use of than simply two or three lines from the Committee of Congress in a Letter something more apparently authentic, not that either your power or the reality of your Letter could be doubted — I mention this as something deserving of serious consideration whether in your applications here and your powers and instructions of a Public nature it is not always proper to use a Seal. This is a very antient custom in all public and even private concerns of any consequence . . . As the Copy was dated the 8th of July I took occasion to observe that [“]the honorable Congress had taken the earliest opportunity of informing this Court of the declaration of their independency and that the variety of important affairs before the Congress with the critical situation of the Armies in their Neighbourhood and the obstructions of their Commerce had prevented that intelligence which had been wished for but the present serve to show the early and principal attention of the United States to this Court, and as their Independency was now in form declared, the queries I had formerly put in consequence of my first instructions might now be resolved, and I hoped favorably” — to this I was answered [“]unless France by a public acknowledgment of your Independency makes War on Great Britain in your favor what service can such acknowledgment be of to the United States? You are known here, our Ports are open, and free for your Commerce, and your Ships are protected in them, and greater indulgence allowed than to any other Nation — if France should be obliged to make war on England, it will be much more just and honorable in the Eyes of the World to make it on some other account; and if made at all it is the same thing to the United States of America and in one Important view better for them to have it originate from any other cause, as America will be under less immediate obligations — further, France has alliances and can not resolve a question which must perhaps involve her in a War without previously consulting them, meantime the United States can receive the same succors and assistance from France without as well as with such an open acknowledgment, perhaps much more advantageously” . . . inclosed I send you the size of Masts and Spars with the

price, which, if it will answer may be a certain article of remittance, as may other Naval Stores, but I dare not contract with the Marine as I have no Powers therefore, and am unacquainted with the rate at which they were usually exported to England – a wide field is opening as the American Commerce is to be free and I have had many applications from many parts on the subject tho' few are disposed to venture until the close of this Campaign, and if it is not decisive against us, our wants will be supplied another season at as cheap a rate as ever, but I trust never more on the old terms of long Credit. – I am well nigh harassed to death with applications of Officers to go out for America. Those I have engaged are I trust in general of the best Character, but that I should engage or rather take from the hands of some leading Men here some one or two in a number not so accomplished cannot be surprising, and may, considering my situation, be pardonable, but I have no suspicion of any such in my department of consequence – I have been offered Troops from Germany on the following general terms, Officers to recruit as for the service of France, and embark for St Domingo from Dunkirk, and by altering their rout land in the American States – The same has been proposed from Switzerland, to which I could give no encouragement, but submit it to your consideration in Congress whether if you can establish a Credit as I have before hinted it would not be well to purchase at Leghorn five or six stout Frigates which might at once transport some Companies of Swiss, a quantity of Stores and the whole to be defended by the Swiss Soldiers on their passage, or if you prefer Germans which I really do not, the Vessels might go from Dunkirk. I daily expect important advices from the North respecting Commerce at least having sent to the King of Prussia in consequence of a Memorandum he ordered his Agent here to show me, and to propose some queries to me, a state of the North American Commerce at large. . . . In expectation of your sending over Frigates to convoy your Ships and of your giving some instructions on what I have wrote you of operations in these Seas, I design being at Bordeaux in March when I shall be able to give you the needful directions in any such affair but at any rate send out a number of blank Commissions for Privateers to be fitted out in Europe under your flag, the prizes must finally be brought to you for condemnation, and the principal advantage will remain with you. . . . As to Sea Officers they are not so easily obtained, yet some good ones may be had and in particular two, one of whom I have already mentioned – the other is quite his equal, with some other advantages, he was first Lieutenant of a man of War round the World when Captain Cook sailed that Voyage and has since had a Ship, but wants to leave this for other service, where he may make a settlement and establish a family. These two Officers would engage a number of younger ones should they embark. I send herewith the Plans of one of them for the burning of Ships . . .

1. Laurens Collection, Group 30, SCHS.

29 Nov.

LORD WEYMOUTH TO LORD STORMONT<sup>1</sup>

(Private)

St James's 29th Novr 1776

His Excellency Lord Viscount Stormont

My Lord I am to confirm to Your Excellency by His Majesty's command, the



instructions given You by Lord Rochford for obtaining my means of pecuniary reward any important secret information whenever such an opportunity may offer.

In the present instance, if such a treaty has really been entered into by the Court of France, with the Congress; as stated in Your Excellency's letter to Me of the 20th Instant; a copy should be purchased if possible, at any price. And even if a copy can be procured of such a draught as has been made in concert by the French Ministers, with Deane, would be desirable even at some considerable expence. It is not however possible to mention to your Excellency what Sum it would be proper to give, as that must necessarily depend on the means by which it is obtained, and the rank of life of the Agent employed for that purpose, and His Majesty has no unwillingness to leave this matter wholly to the discretion of your Excellency who is so well apprised of the importance of such an acquisition if the authenticity can be well ascertained. I am &c.

Weymouth

1. PRO, State Papers, 78/300, 272.

*Whitehall Evening Post*, THURSDAY, NOVEMBER 28 TO SATURDAY,  
NOVEMBER 30, 1776

London, November 29.

The last letters from Lisbon mention, that a Provincial privateer of 14 guns besides swivels, and 160 men. is taken and carried into that port. She had taken two West Indiamen laden with sugar, but these letters do not mention their names.

SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE <sup>1</sup>

[Extract]

Paris, November 29th 1776

. . . I should never have completed what I have but for the generous, and indefatigable and spirited exertions of Monsr Beaumarchais to whom the United States are on every account greatly indebted, more so than to any other Person on this side the Water, he is greatly in advance for Stores, Cloathing, and the like, and therefore am confident you will make him the earliest and most ample remittances . . .

A particular account of the Stores shipped may probably not be ready by, this Vessel but may go by the next or some succeeding one as several will sail after this on the same errand. Let me by every Letter urge on you the sending in Season a quantity of Tobacco, of Rice, and of Flour or Wheat. These are articles which cannot fail and are capital ones, lesser are not to be omitted – Twenty thousand hogsheads of Tobacco are this instant wanted in France, besides the demand in other Kingdoms. . . . I have advised these stores being shipt for some of the New England Ports North East of Newport first, and if failing of making a Port there to stand for the Capes of Delaware or for Charlestown So Carolina as the most likely rout to avoid interception. – I cannot in a Letter do full justice to Monsr Beaumarchais for his great Address and assiduity in our Cause. I can only say he appears to have undertaken it on great and liberal principles, and has in the pursuit made it his own. – his interest and influence which are great have

been exerted to the utmost in the Cause of the United States, and I hope the consequences will equal his Wishes. . . .

1. Laurens Collection, Group 30, SCHS.

## 1 Dec. (Sunday)

### BEAUMARCHAIS TO THE CONTINENTAL CONGRESS <sup>1</sup>

[Extract]

Paris, December 1, 1776.

Gentlemen: With regard to me, gentlemen, my sincere attachment to your cause and my respectful esteem for your persons has not suffered me to hesitate and to wait till vessels loaded by you should arrive in this country with the produce of your own in exchange for our merchandise, but the faith of the powers of your commissioner (a duplicate of which he has left in the hands of our ministry) have procured from our manufactories all what I have thought might be useful to you in your present situation, and I have begun to send supplies to you by the ship that carries this letter, with a brief account of what it contains for your use, as I expect to send you my invoices in good order, attested and signed by M. [Silas] Deane, by another ship, that will carry you a fresh supply of ammunition, and the invoices of which I shall send by a third ship, and so for all the others.

But, gentlemen, however warm may be the zeal that animates me, my friends will never be sufficient to double and treble my advances, if on your side, you do not send me on my ships and on your own remittances in country produce in proportion as you receive my supplies.

What I call my ships, gentlemen, is some French vessels hired for freight, according to a bargain agreed to between a merchant and myself, in presence of M. Deane, for want of your own vessels, which we had been long expecting, but did not arrive. Here inclosed you have copy of the agreement.

Now, gentlemen, I beg you will send me my remittances either in excellent Virginia tobacco, or in indigo, rice, etc. My advances in this expedition must be soon followed by a second as considerable. It amounts to about one million tournois.

1. Wharton, ed., *Revolutionary Diplomatic Correspondence*, II, 209-10.

## 2 Dec.

### PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

My Lord,

[Admiralty Office] 2nd Decr 1776

Advice having been received that Monsr du Coudra[y], the person mentioned in the Intelligence transmitted to your Lordship in an order from my Lords Commissioners of the Admiralty, dated the 6th of last month, set out from Paris last Thursday for Havre, from whence he is soon to depart for North America (as is supposed) in a Frigate of 24 Guns; & it being probable, in case he should be destined for that Country, that he will endeavour to land at Boston or Martha's Vineyard; I am commanded by my Lords to acquaint you therewith, in addition to the before mentioned Intelligence, that your Lordship make take such

further Steps, in order to Intercept him and prevent his landing, as you shall judge proper agreeable to the directions contained in their Lordships said order. I have &c

P. Stephens

1. PRO, Admiralty 2/1333, LC Photocopy.

LORD GRANTHAM TO LORD WEYMOUTH <sup>1</sup>

[Extract]

No 62.

[Madrid] 2d December 1776.

By my last advices from Alicant I have learnt that a French vessel was arrived there which had been met on the 14th November, off the Rock of Lisbon, by a North American armed vessel, and forcibly obliged to take on board eleven Sailors, part of the crews belonging to two British ships taken on the 12th, about twenty five leagues to the westward of the said Rock. The pirate is a sloop called the *Union*, belonging to Cape Ann, mounting ten carriage guns, eight swivels and forty men, commanded by Isaac Soams, and had taken three other ships.<sup>2</sup> Incidents like these ought surely to convince every commercial nation of the necessity of preventing such interruptions to their trade.

1. Sparks Transcripts, Lord Grantham, I, 20, 21, HU.

2. Massachusetts privateer sloop *Union*, Captain Isaac Somes.

3 Dec.

"COPY OF A LETTER FROM MR. JAMES BIER, OF THE BRIG *Watson*,  
DATED DUNDALK, DEC. 3, 1776."<sup>1</sup>

On the 2d of October, in lat. 41, long. 45, I was taken by an American ship of war, called the *Cabott*, a brig of 14 guns, commanded by Capt. Eleazer Hindman [Elisha Hinman], who had just before taken five large vessels. I was carried on board the privateer, where I applied to the Captain for leave to continue on board my own vessel, which he refused; however, after some conversation about privateering, he consulted his Officers, and then told me I might go on board. They took all my men, except the Captain, one boy, and a passenger, putting eight of their own men on board. We were to proceed for New London or Rhode Island. In about three weeks we got into soundings of Boston, but that night I had determined to retake her, having brought over to my party two of their people, by promising them 100 l. Accordingly, at eight o'clock, they sent me a pistol by the boy, on which I jumped on deck, clapped it to the prize-master's breast, and demanded him to surrender the vessel, which he complied with; at the same time the Captain and boy secured the Lieutenant of Marines in the cabbin. We then secured the hatches till I got all the arms, which completed the business. I bore away for Halifax, but the wind being fair, stood on for Ireland, where I struck soundings in 27 days. We ran in here in a hard gale of wind, where we lie in safety, having received no damage, except one boat washed overboard, with studding-sails and some spare ropes.

J. B.

1. *Whitehall Evening Post*, December 14 to December 17, 1776.

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS, PORTSMOUTH <sup>1</sup>

Sir

3 Decr 1776

The Earl of Suffolk having signified to my Lords Commrs of the Admty His Majts Pleasure that the Lieutenant & Twelve other Prisoners belonging to an American Arm'd Vessel call'd the *Independance*, who were brought to Portsmouth in His Majesty's Ship the *Pallas*, be kept in safe Custody 'til farther Order; I am commanded by their Lordships to signify their direction to you to cause them to be removed into the *Barfleur* and there kept in safe Custody until further orders accordingly. I am &c

P S

1. PRO, Admiralty 2/553, 262.

*Whitehall Evening Post*, SATURDAY, NOVEMBER 30 TO TUESDAY,  
DECEMBER 3, 1776

London, December 3.

The ship *Speirs*, brought into Greenock, as formerly mentioned, by the mate and crew, after being taken by a Provincial privateer, was ensured at London: the underwriters have generously made them a present of 200 l. sterling.

SILAS DEANE TO JOHN JAY <sup>1</sup>

[Extract]

Dear Jay

Paris Decr 3d 1776

If my Letters arrive safe they will give you some Idea of my situation, – without Intelligence, without Orders, and without remittances, yet boldly plunging into Contracts, Engagements, & Negotiations, hourly hoping that something will arrive from America – by General Coudry I send 30,000 Fusils – 200 pc of Brass Cannon, Thirty Mortars, 4000 Tents, and Cloathing for 30,000 Men, with 200 Tons of Gunpowder, Lead, Balls &c, &c, by which you may judge we have some friends here – a War in Europe is inevitable; The Eyes of all are on you, and the fear of your giving up or Accommodating is the greatest Obstacle I have to Contend with – Mons Beaumarchais has been my Minister in effect, as this Court is extreme cautious, and I now Advise you to Attend Carefully to the Articles sent you, I could not examine them here, I was promised they should be good & at the lowest prices, & that from persons in such station that had I hesitated it might have ruined my affairs but as in so large a Contract there is room for imposition, my Advise is that you send back to me samples of the Articles sent you – Cannon, Powder, &c Mortars &c are articles known, but of the Cloths the Fusils &c by which any imposition may be detected – large remittances are Necessary for your Credit & The enormous price of Tobacco, of Rice, of Ham & many other Articles, gives you, an Opportunity of making Your remittances to very great Advantage, 20,000 HHds of Tobacco are wanted immediately for this Kingdom, and more for other parts of Europe – I have wrote you on several subjects some of which I will Attempt briefly to recapitulate Tho I have but a Drop of Ink having received none from your Brother – The distruction of the Newfoundland Fishery, may be effected, by Two or Three of your Frigates, sent there early in February,



and by that means a fatal blow given to G Britain I mean by distroying the Stages Boats &c & bringing away the People left there as Prisoners – Glasgow in Scotland, may be plundered & burnt with ease, as may Liverpool, by two or Three stout Frigates, which may find a shelter and protection in the ports of France & Spain afterwards – Blank Commissions are wanted here to cruise under your Flag against the British Commerce This is a Capital stroke & must bring on a War hasten them out I pray you – France, and Spain, are Friendly, & you will greatly oblige the Latter, by seizing the Portuguese Commerce, Wherever it is found – I have had overtures from the King of Prussia in the Commercial Way & have sent a person of great Confidence [to] his Court in person, with Letters of Introduction from his Agent here with whom I am on the best terms – A Loan may be Obtained, if you make punctual remittances for the sum now Advanced, for any sum at five Pct Interest perhaps for less – The Western Lands ought to be held up to View as an encouragement for your soldiers, especially Foreigners, and are a good fund to raise Money on – you may if you judge proper, have any number of German, & Swiss Troops, They have been Offered me but you know I have no power to treat – A Number of Frigates may be purchased at Leghorn, the Great Duke of Tuskany being zealously in favor of America, & doing all in his power to encourage its Commerce – Troubles are rising in Ireland & with a little assistance, much work may be cut out for G Britain there, by sending from hence a few Priests, a little Money, & plenty of Arms – Omnia Tentanda is my Motto, Therefore I hint they playing their own Game on them by spiriting up the Caribbs in St Vincents, & the Negroes in Jamaica to revolt – on all these subjects I have wrote to you – also on Various particulars of Commerce, Our Vessels have more Liberty in the ports of France, & Spain, & Tuscany, than the Vessels of any other Nation & that Openly – I presented the Declaration of independancy to this Court after it had indeed become an Old storey in every part of Europe, it was well received, but as you say you have Articles for Alliance under Consideration any resolution must be deferr'd untill We know what they are – The want of Intelligence, has more than once well nigh ruined my affairs – pray be more Attentive to this important subject, or drop at once all Thoughts of a Foreign Connection – I must mention some Trifles – The Queen is fond of parade, & I believe wishes a War, & is our Friend, she loves riding on horsback, could you send me a fine Narragansett Horse or Two the present might be Money exceedingly well laid out – Rittenhouses Orrery – or Arnolds Collection of Insects – a Phaeton of American make and a pair of Bay Horses – A few barrells of Apples – of Walnuts, of Butter Nutts &c would be great Curiosities here where everything American is gazed at and where the American Contest engrosses the Attention of all Ages, Rank & Sexes – had I Ten ships here I could fill them all with passingers for America – I hope the Officers sent will be Agreeable they were recommended by the Ministry here, and are at this instant really in their Army but this must be a secret, – do you want heavy Iron Cannon, Sea Officers of distinction or ships Your Special Orders will enable me to procure them – For the situation of Affairs, in England refer you to Mr [Nicholas] Rogers Aid De Camp to Mons du Coudry'. . . do not forget, or omit, sending me blank Commissions for Privateers, under these, infinite damage may



be done, to the British Commerce, & as the prizes, must be sent to you, for Condemnation, the eventual profit, will remain with you . . .

1. Jay Papers, CUL.

PLIARNE & PENET TO NICHOLAS & JOHN BROWN<sup>1</sup>

Gentln [Nantes] 3rd December 1776

Since writing the above<sup>2</sup> have heard the disagreeable news of an American Vessel being taken a going out of Bordeaux River, by an English frigate, who was laying in wait for her, One reports she is worth about Twenty thousand pounds Sterling, being loaded with Dry Goods, It is thought by most people here that information was given of her by some of our ennemies who knew the particular time of her Sailing, as no one before heard of any frigate being in the Bay, We are much surprised to hear of so many American Vessells arriving at Bordeaux for two reasons, first the dangerous River they have to enter and mount, Second the great concealmt our ennemies have to lie, in wait for them Vessells, almost at the mouth of the River; we think it one of the most dangerous ports in france, on account of the last reason just given, and we are much surprised to hear that near all of them Vessells adress themselves or are adressed to a certain Irish house there who had the name of being great Tory's, before they did any business for the Americans, Mr Dean has likewise put his Confidence in that house; who we surmise, have dispatched the Vessel taken, for Account of sd Mr Dean. It is thought here in general that our greatest Ennemies in this place and elsewhere in france are the Irish, Cats, which makes us very carefull before any of them people –<sup>3</sup>

We likewise can inform you that a very large fleet sailed from Cadix the 17th October last, but is not known as yet for where. There is also a small fleet sailed from Brest very lately, for the french West Indias, which things we hope will all turn out for the best advantage of the Americans – we just now heard that there is an American privateer lying at the entrance of this River, with an English prize that she took off Bordeaux –<sup>4</sup> We are in the mean time Gentlemen [&c.]

Pliarne Penet & Co

1. Nicholas Brown Papers, JCBL.
2. Pliarne & Penet to Nicholas & John Brown, November 30, 1776, Nicholas Brown Papers, JCBL.
3. The firm of Samuel & J. H. Delap. Remarks in this letter indicate jealousy of a rival commercial house.
4. Continental ship *Reprisal*, Captain Lambert Wickes.

4 Dec.

PHILIP STEPHENS TO VICE ADMIRALS JAMES YOUNG AND CLARK GAYTON<sup>1</sup>

Sir [Admiralty Office] 4th Decr

My Lords Commissioners of the Admtly think it necessary that you should be informed (and you are to consider the same as most confidential and secret) that there is some reason to believe that a Squadron of Ships, consisting of six of the Line, and four Frigates, which have been for some time preparing at Brest, is intended to be sent to the West Indies & to be Stationed 3 at St Domingo & 3 at



EMBARQUEMENT AU

*Départ de l'Académie de*



PORT DE BREST

*Martin par le même auteur.*

Martinique, at the same time, that it is no less necessary, in order to prevent alarm & to obviate every inconvenience which the appearance of this Squadron might occasion, that you should be informed that the Court of France has in the most express terms, disavowed all hostile Intentions and declares that the Sole object of that Armament is to protect the Commercial Interests of her Subjects from those Inconveniences to which they must be unavoidably exposed, during the Existence of the American Rebellion

Notwithstanding however this pacific declaration of the French Court the honour of this Nation & common Prudence render it expedient that we should be provided against all possible Events, and you may rest assured that if the French fleet sails, a British fleet of at least equal force, will soon sail for the Security of His Majesty's Islands.

I am therefore commanded by their Lordships to acquaint you that it will be a necessary & useful Part of your duty, to be particularly attentive to the Motions of the French Armament & to signify their direction to you not only to take the earliest Opportunity of transmitting all material Intelligence together with your remarks thereupon to me for their Lords Information, but also to communicate the same with all possible expedition to His Majesty's other Governors within the Limits of your Commands, who have received the same Information, from Lord George Germaine, one of His Majesty's Principal Secretaries of State, and similar directions with respect to communicating the same to you. I am &c

P. Stephens <sup>2</sup>

Vice Admiral Gayton	} By the Packet
Jamaica	
Vice Admiral Young	
Leeward Islands	

1. PRO, Admiralty 2/1333, LC Photocopy.

2. Vice Admiral Howe was also notified this date, PRO, Admiralty 2/1333, LC Photocopy.

#### PHILIP STEPHENS TO THE BRITISH NAVY BOARD <sup>1</sup>

Gentn

4th Decr 1776

Having communicated to my Lords Commrs of the Admty your Letter of the 30th past informing them that the *Yankee* Privateer being offered to you for sale, you directed the Deptford Officers to survey her, and report their opinion, whether she was fit to be purchased for His Majesty & including their Report thereupon for their Lordships Information by which it appears she is not a proper Vessel to be purchas'd for an Armed Vessel. I am commanded by their Lordships to signify their direction to you not to purchase her. I am &c:

P S.

1. PRO, Admiralty 2/553, 265.

*Whitehall Evening Post*, TUESDAY, DECEMBER 3 TO THURSDAY,  
DECEMBER 5, 1776

London, December 4.

The *Montague*, Blues, from Newfoundland to Bilboa, sailed the 1st of October, and was taken the next day by an American privateer.

The *Brown Hall*, Austin, from Port Medway, a missing ship, is arrived at Ramsgate, after being taken and plundered by the Americans.

A letter received from the Mate of a man of war belonging to Admiral Gayton's squadron at Jamaica, who at present commands a schooner of eight carriage guns (six pounders) and 30 men, says, "I am just returned to Port Royal harbour, from a cruise of three months off Cape Francois; have met with no success, but had a very near chance of being sunk, for in chasing an American snow, which ran into the above port for protection, I stood too far in after, and was fired at from the battery; yet, notwithstanding they fired several shot at us, not one hit our vessel."

BENJAMIN FRANKLIN TO SILAS DEANE <sup>1</sup>

Auray in Brittany, 4 December 1776.

I have just arrived on board the '*Reprisal*,' Captain Wickes, a small man of war belonging to Congress. We lie in the bay of Quiberon, awaiting a favourable wind to go to Nantes. We left the Cape on the 29th October and have only taken 30 days from land to land. I staid on board three days after we anchored, hoping to be able to proceed to Nantes with the vessel; but, the wind continuing contrary, I have come here to proceed by land to that place.

Congress, in September, nominated you, and Mr [Thomas] Jefferson and me, to negotiate a treaty of commerce and of amity with the Court of France. Mr Jefferson, then in Virginia, declined; whereupon Mr Arthur Lee, at present in London, was nominated in his place. Our vessel has brought indigo, upon the account of Congress, worth about £3,000 sterling, which is to be at our orders for payment of our expenses. Congress has assigned us £7,000 sterling besides, for the same object, which the Committee will transmit as soon as possible. I am as near Paris here as I shall be at Nantes; but I am obliged to go there, to obtain money for my journey and to get my baggage, which remained on board ship; but I will try to be with you as soon as ever I can. I intend to preserve the incognito with regard to my character so far and until I know if the Court is willing to receive ministers of the United States. I have several letters from the Committee for you, which I do not send, because I know that they contain matters of consequence, and I am not sure of the safety of this conveyance. Moreover, as I reckon to take the post at Nantes, I imagine it will not make three or four days' difference. At sea we met with two brigantines, one Irish and the other English, which we captured and are bringing to Nantes.<sup>2</sup> I know not whether the Captain will obtain permission to sell them there, because that might possibly be contrary to existing treaties between the two crowns. They are worth about £ 4,000 sterling. We had a rough passage and I feel myself shaken by it; but I hope the fine air which I breathe on land will soon restore me, and that I shall be able to travel with speed, to join you in Paris and to find you there in good health.

P.S. It would be well done if you could by some safe way acquaint Mr Lee of his nomination. Perhaps the best way would be through the Department of



Foreign Affairs and the French Ambassador; that of the ordinary post would not be safe.

I beg you to obtain a lodging for me.<sup>3</sup>

1. Stevens, ed., *Facsimiles*, No. 597.

2. Brigantines *George* and *La Vigne*. William Bell Clark, *Lambert Wickes, Sea Raider and Diplomat* (New Haven, 1932), 98, 99.

3. Not knowing Deane's Paris address, Franklin sent this letter via Barbeau Dubourg, Stevens, ed., *Facsimiles*, No. 598.

5 Dec.

RICHARD CHAMPION TO WILLING, MORRIS & CO.<sup>1</sup>

Gentlemen

Bristol 5 Decr 1776.

The various Conveyances by which I wrote you with Accounts &c arrived, I hope safe, though I have not had the pleasure of hearing from you. I have the greatest hopes of it, because they were sent, before this unnatural War had arisen to the height which wholly has separated this Country from yours, and deprived us of an Empire, which was our Glory and our Boast. May God grant that the Authors of this War, whose tyrannical Behaviour have driven a brave People, jealous of their Rights, to the necessity of throwing off a Government, which had first deprived them of its Protection, meet with their just deserts! This is poor Satisfaction for the melancholy Scenes, which attend a civil War, but is, I fear, all that this Country can receive.

It is a melancholy Consideration, that all the Connexion we can now have with each other, is to solicit good offices in behalf of those who have the Misfortune to be taken Prisoners in this unhappy War. I have to entreat that in favour of Capt Isaac Pocock, who commands a Vessel belonging to me called the *Marquis of Rockingham*, if he should have the Misfortune to be taken. She is bound to the West Indies. As she could not be in time for the Convoy, and it will be a very great Inconvenience to me, not to have her in the West Indies, to bring home my remittances, I put a few Guns aboard her, as a means of defence only, for I can never consistent with the principles I have always professed, act offensively against a People supporting their Rights, and therefore can by no means think of taking a Letter of Marque. I solicit your friendship to procure the release of Capt Pocock and permit him to depart with the first ship for Statia or any port of the West Indies, he may want to go to. Any little Supplies of money you will be so good as to let him have, and I will repay it in the manner you shall chuse, in the West Indies I apprehend most convenient to you. If he is carried into any port of New England, he will send this to you, and you will be so good as to grant him your good offices.

If Capt Wm Innes Pocock of my *Snow Champion*, laden with Herrings from Gottenburgh to Statia, should have been also taken I beg the same indulgence to him.

I shall be always happy in having it in my power to render you Services for I truly am Gentlemen [&c.]

Rich Champion

[Endorsed at a later date by Captain Isaac Pocock]

I Pocock having the Misfortune of being taken by the *Sturdy Beggar* of Maryland,



has the good luck of being passenger in her for Martinico, therefore hopes he may get to Tortola in a few days – any favour which Messrs Willing Morris & Co may shew his Mate, Mr Thomas Good – I Pocock will Esteem a Service done himself, as his mate is deserving – I Pocock Cannot omit this opportunity of giving a public testimony that he is used on board the Privateer with the greatest Civility & has every Indulgence that Can possibly be shewn to any.<sup>2</sup>

1. Robert Morris Papers, HUL.

2. "The *Marquis of Rockingham*, Pocock, from Bristol to Tortola, is retaken, and carried into Antigua," *Public Advertiser*, London, May 5, 1777.

## 6 Dec.

### MARQUIS DE NOAILLES TO VERGENNES<sup>1</sup>

[Extract]

London, 6 December 1776

. . . Lord Suffolk stated to the Prince of Masseran [Masserano] that our intentions may not be turned toward war, but that England could not look upon a departure of our [Brest] Fleet for America without being perturbed; that they are persuaded that France will not at all support the insurgent Americans, but that the confidence these same Rebels will gain at the sight of foreign forces in their vicinity would only harden and prolong the unfortunate quarrels dividing the Homeland and the Colonies. . . .

The Fleet assigned to the West Indies must have departed last evening from Portsmouth outer harbor under escort of the frigate *Glasgow* and the sloops *Beaver*, *Fly*, and *Hornet*. The frigate *Thames* must have departed at the same time with the vessels destined for New York . . .<sup>2</sup>

1. AMAE, Correspondance Politique, Angleterre, vol. 519, LC Photocopy.

2. The Ambassador's information about the sailings was correct. *Williamson's Liverpool Advertiser*, December 13, 1776, reported: "This morning the following men of war sailed from Spithead, with all the outward bound ships under their convoy, viz, the *Glasgow*, *Hornet*, *Fly* and *Beaver*, for the West Indies; the *Worcester* with the ships bound to the Straits; and the *Thames*, with the outward bound, for New York, and, as the wind continues easterly it is expected they will get clear."

### "EXTRACT OF A LETTER FROM EXETER, DEC. 6"<sup>1</sup>

The circumstances of the retaking of the *Elliot*, Squires, from Oporto, arrived in this port, deserves, I think, to be made public: – When the above vessel was made prize, the Provincials took out of her the master, a passenger, and five seamen, leaving only the mate and one hand more on board, and put in a prize-master and five others to navigate the vessel to Salem. The mate getting acquainted with one of the privateer's men (who is a Londoner), they agreed to retake the vessel, which they did in the night, and confining the prize-master and the other hands, brought the vessel safe into Topsham. What is extraordinary, all the weapons they had were a cutlass and an axe, though the Provincials had fire arms.

1. *Whitehall Evening Post*, December 10 to December 12, 1776.

**8 Dec. (Sunday)**

“EXTRACT OF A LETTER FROM GOSPORT, DEC. 8”<sup>1</sup>

Yesterday a fire broke out in three different parts of the new rope-house in the Dock yard. It began about half after four in the afternoon, and raged with great violence till about nine o'clock, when it deadened a little, but was not quite extinguished till this morning.

The building is supposed to have been wilfully set on fire, as the men never work in it by candle-light, and had that day left off by half after two o'clock.

One of the carpenters was taken out of a window hanging by his leg and arm; and put under confinement on suspicion.

1. *Whitehall Evening Post*, December 7 to December 10, 1776.

BENJAMIN FRANKLIN TO THE COMMITTEE OF SECRET CORRESPONDENCE<sup>1</sup>

Gentlemen

Nantes, Dec. 8. 1776

After a short but rough Passage of 30 Days we anchor'd in Quiberon Bay, the Wind not suiting to enter the Loire. Capt Wicks did every thing in his Power to make the Voyage comfortable to me; and I was much pleas'd with what I saw of his Conduct as an Officer, when on suppos'd Occasions we made Preparation for Engagement, the good Order & Readiness with which it was done, being far beyond my expectation, and I believe equal to any thing of the kind in the best Ships of the King's Fleet. He seems to have also a very good Set of Officers under him. I hope they will all in good time be promoted. He met and took two Prizes, Brigantines, one belonging to Cork, laden with Staves, Pitch, Tar, Turpentine & Claret; the other to Hull, with a Cargo of Flaxseed and Brandy. The Captains have made some Propositions of Ransom, which perhaps may be accepted, as there is yet no Means of condemning them here, and they are scarce worth sending to America. The Ship is yet in Quiberon Bay with her Prizes. I came hither from thence 70 miles by Land. I am made extreamly welcome here, where America has many Friends. As soon as I have recovered strength enough for the Journey, which I hope will be in a very few days, I shall set out for Paris. My letter to the President will inform you of some other Particulars. With great esteem, I have the honor to be [&c.]

B Franklin

P.S. Dec. 10. I have just learnt that 80 Pieces of the Cannon, all Brass, with Carriages, Traces, & every thing fit for immediate Service, were imbark'd in a Frigate from Havre, wch is Sail'd; the rest were to go in another Fregate of 36 Guns.

1. Papers CC (Letters from Benjamin Franklin, 1776–88), 82, vol. 1, 9–11, NA.

**9 Dec.**

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN RICHARD R. BLIGH,  
H. M. SLOOP *Wasp*, WATERFORD<sup>1</sup>

By &c

Lord Viscount Weymouth one of His Majesty's Principal Secretaries of State, having transmitted to us a Copy of a Letter which he had received from the Lord

Lieutenant of Ireland in which it is represented that it would be of particular service to the Trade of that Country if the Commanders of His Majesty's Sloops and Vessels were directed, when they sail, to take under their Convoy any Merchant Vessels bound for Great Britain that are ready to put to Sea; And Lord Weymouth having, at the same time, signified to us, His Majesty's Pleasure that we should give such orders as we should judge expedient for accommodating the Merchant Ships from Ireland to Great Britain with Convoy whenever it shall be consistent with His Majesty's Service in other respects; You are hereby required and directed, in pursuance of His Majesty's said Pleasure whenever you come from Ireland to Great Britain to take under your Convoy all such Merchant Ships and Vessels bound the same way and willing to accompany you, as may be ready to sail, and see them in Safety as far as your way and theirs may be together. Given &c. 9 Decr 1776.

Sandwich. J Buller. H. Palliser.

By &c P. S.

1. PRO, Admiralty 2/102,21.

"EXTRACT OF A LETTER FROM BRISTOL, DEC. 9" <sup>1</sup>

This day the cargo of the snow *Dickenson*, from Philadelphia, was sold (under a commission issued by the Court of Admiralty) at the Exchange coffee-House. 1345 barrels of American flour sold upon an average at about 13s. and 861 barrels of ditto damaged sold for 8s. to 10s. per hundred weight. About 1½ ton of American bees-wax was sold at ten guineas per cwt. About 44 boxes of spermaceti candles went very high, altho' they were very indifferent, unsizeable, and only fit for melting down. Near 200 boxes more, all of which either broken or caked together so as not be separated, were sold upon an average at about 22½ d. a pound; such being the infatuation of the buyers, that they bid a higher price for ordinary damaged candles than they might have had the very best for, perfectly well made, of the makers in Bath and Bristol.

1. *Whitehall Evening Post*, December 12 to December 14, 1776.

"EXTRACT OF A LETTER FROM SPITHEAD, DEC. 9" <sup>1</sup>

Arrived this day from Quebec his Majesty's ship *Isis*, Commodore Douglas, with General Burgoyne, his Aids de Camp, Sir Francis Clerke, and Capt. Gardner, as also Mr. Alexander Davidson, and Mr. Thomas Ainslie, and bring accounts of our army having returned from Crown Point, to go into winter quarters at St. John's, Montreal, Chamblé, and Quebec. They also bring accounts of the rebels at Ticonderoga having put a 20 gun ship on the stocks, and are making great preparations for another engagement on Lake Champlain next spring. The *Isis* left Quebec the 8th of November, when General Carleton was expected there hourly. Sailed from Quebec at the same time the *Blonde* frigate, Captain Pownall, who is ordered to cruize on the Banks of Newfoundland for a few weeks. Left at Quebec the *Triton* frigate, the *Garland*, and the *Viper* sloop of war, which are to winter there, as are also about 20 transports. On the 7th inst. spoke with the *Thames*

ship of war, with 14 sail of transports under her convoy for New-York, off the Land's End, all well.

1. *Whitehall Evening Post*, December 10 to December 12, 1776.

MARQUIS DE GRIMALDI TO COUNT DE ARANDA <sup>1</sup>

Most Exc. Sir:

I have informed the King of the contents of your letter of the 22nd of last month and he is happy to learn that some assistance is on the way; for after the advantages which English arms have obtained in those parts the assistance may be even more urgent and necessary in order to encourage the insurgents and preserve them in the system they have adopted; the King and all his cabinet believe it is so important to ensure that the war is prolonged that a means is being contemplated here for us to furnish fresh assistance directly to the colonies in revolt; when the method has been resolved and determined you will be informed. May God keep you many years.

Madrid, 9 December, 1776

1. AHN, Estado, Legajo 4072, LC Photocopy.

**10 Dec.**

LORDS COMMISSIONERS, ADMIRALTY, TO ALL FLAG AND COMMANDING OFFICERS <sup>1</sup>

By &c.

The King having been pleased, by his Order in Council of the 20th November, 1776, to order, require, prohibit, and command, That no Person or Persons whomsoever, (except the Master General, Lieutenant General, or Principal Officers of the Ordnance for His Majesty's Service) do at any Time during the Space of Three Months, to commence from the 23d day of the Month above mentioned, presume to transport into any Parts out of this Kingdom, or carry Coastwise, any Gunpowder, Saltpetre, or any Sort of Arms or Ammunition, or ship or lade any Gunpowder, Saltpetre, or any sort of Arms or Ammunition, on board any Ship or Vessel, in order to transporting the same beyond the Seas, or carrying the same Coastwise, except in the Cases comprized within his Majesty's Orders in Council of the 13th and 27th of October, and the 6th and 22d of November, 1775, of the 5th and 19th of February, and the 23d of August and 25th of September last, without Leave or Permission in that Behalf first obtained from His Majesty or His Privy Council, upon pain of incurring and suffering the respective Forfeitures and Penalties inflicted by an Act passed in the 29th Year of His late Majesty's Reign, entitled, "An Act to empower His Majesty to prohibit the Exportation of Saltpetre, and to enforce the Law for empowering His Majesty to prohibit the Exportation of Gunpowder, or any Sort of Arms or Ammunition; and also to empower His Majesty to restrain the carrying Coastwise of Saltpetre, Gunpowder, or any Sort of Arms or Ammunition;" We send you herewith a printed Copy of His Majesty's Said Order in Council of the 20th of November 1776, and do hereby strictly require and direct you to use your best Endeavours to intercept, seize, and bring into port, during the Time therein specified, all Ships and Vessels whatso-



ever having on board Gunpowder, Saltpetre, or any Sort of Arms or Ammunition, in order to transporting the same beyond the Seas, or carrying the same Coast-wise, without Leave or Permission in that Behalf first obtained from His Majesty or His Privy Council, except in the Cases comprized in His Majesty's several other Orders in Council abovementioned, printed Copies of which are also sent you herewith; and also excepting such Ships and Vessels as shall be laden with Gunpowder, Saltpetre, Arms or Ammunition, for His Majesty's Service, by the Master-General, Lieutenant General, or Principal Officers of the Ordnance. Given &c the 10th of December 1776.

Sandwich. J Buller. H. Palliser.

To the respective Flag Officers, Captains, and Commanders, of His Majesty's Ships and Vessels.

By &c PS.

1. PRO, Admiralty 2/102, 24-26.

*Whitehall Evening Post*, SATURDAY, DECEMBER 7 TO TUESDAY,  
DECEMBER 10, 1776

London, Dec. 10.

The *Nancy and Mary*, Lequest, arrived at Jersey, brings an account of her having been taken by an American privateer, on her passage from Newfoundland to Bilboa, who finding she could not spare any more men, having already taken several prizes, after plundering suffered her to depart.

The *James and Elizabeth*, Davidson, from Leith to Lisbon, loaded with wheat, is taken by an American privateer, and carried into some port in Spain.

CAPTAIN CHARLES DOUGLAS, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir

*Isis* Spithead December 10 1776

The Commander in Chief having by yesterday's post informed you of my Arrival here, with this His Majests Ship under my Command, and her Acting 2d Lieutenant Mr Stone, being (with his Consent) on the road with my farther Dispatches; I beg you to move My Lords Commissioners, to indulge me with leave of Absence for nine or ten Days, my private Affairs requiring my presence in London - In the mean time; and with regret; I find myself under the necessity of desiring, that you may be pleased to observe to the right honorable board, that with Amazement I have read in a Newspaper, the Copy of a letter from Captain [Thomas] Pringle of the *Lord Howe* (Armed Ship) late Senior Sea Officer on Lake Champlain, by me detached; dated at Crown Point October 16th whereby without either the license or knowledge of me his Commanding Officer, And by my Messenger too Lieutenant Dacres, he has presumed to trouble their Lordships with his Account of the late Actions with the Rebel Vessels.

As I conceive so ridiculous a Step, to be a breach of discipline so very enormous, as to be hitherto unprecedented in the Naval Annals of Great Britain; I farther request: that My Lords Commissioners of the Admiralty may in due time



be pleased to Order such public Cognizance thereof, to be taken, as the matter may deserve – which I confess leads me to suspect there having been some mystery, in the Lieutenants Schank, Butler & Starke, not having had sufficient time given them, for Writing to their Friends, after battle, previous to the Departure of Mr Dacres from Crown Point. I am Sir [&c.]

Ch<sup>s</sup> Douglas

P.S. From the Silence of Lieutenant Dacres on that head, on my sending him home; I presume he knew not what sort of matter Mr Pringle had made him the Bearer of.<sup>2</sup>

1. PRO, Admiralty 1/1706, 1, 86.

2. The Douglas and Pringle accounts were carried in the *London Gazette*, November 19 to November 23, 1776.

CERTIFICATE OF ELIAS SMITH, COMMANDER OF THE MASSACHUSETTS  
PRIVATEER BRIG *Washington*<sup>1</sup>

[At Sea] In lat. 43 N. and long. 12 W.

took Capt. John S. Cole, commander of the brigantine *Salisbury*, from St. Ender's, bound to St. Lucca; and he being an Englishman, according to order of Congress, robbed his vessel of the amount of one hundred and fifty pounds in specie, and vesselgear and stores, &c.

By Elias Smith, Commander, of the  
brigantine *Washington*.

*The 10th of Dec. 1776.*

1. *London Chronicle*, February 6 to February 8, 1777.

11 Dec.

LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

[Extract]

Particular No 119

Paris Decr 11: 1776

I learnt Yesterday Evening, that the famous Doctor Franklin is arrived at Nantes, with his two grand Children; They came on board an American Privateer, which took several English Vessels in her Passage. Some People think that either some private Dissatisfaction or Despair of Success have brought him into this Country. I cannot but suspect that He comes charged with a secret Commission from the Congress, and as he is a subtle artful Man, and void of all Truth, He will in that Case use every Means to deceive, will avail himself of the Genl Ignorance of the French, to paint the Situation of the Rebels in the falsest Colours, and hold out every Lure to the Ministers, to draw them into an open support of that Cause. He has the advantage of several intimate Connexions here, and stands high in the General opinion. In a word My Lord, I look upon him as a dangerous Engine, and am very sorry that some English Frigate did not meet with Him by the Way.

1. PRO, State Papers, 78/300, 382–84.

12 Dec.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN CHARLES DOUGLAS,  
H. M. S. *Isis*, SPITHEAD <sup>1</sup>

By &amp;c.

You are hereby required and directed to repair with His Majesty's Ship under your Command into Portsmouth Harbour, where we have ordered her to be cleaned, graved, and refitted, stored for foreign Service, and her Provisions completed to Six Months of all Species except Beer, of which she is to have as much as she can conveniently stow, and to be equipped with wine or spirits in lieu of the remainder.

And you are strictly to observe the following Instructions.

You are to give a constant Attendance at the Ship, and to keep your Officers and Men together during the whole Time that she is in Harbour.

You are to use your utmost Diligence in getting out your Guns and Powder, & if necessary, your Stores, Provisions, and Ballast, or so much thereof as shall be necessary, and no more, and to leave no Part thereof to be done by the Officers of the Yard.

You are to use the like Diligence in getting in your Guns, Powder, Stores, and Provisions, (as also your Ballast, if you found it necessary to put it out) when the Ship is ready for it, and in putting her into a Condition to proceed on Service.

If you have any Men who you suspect will run away, you are to apply to Vice Admiral Sir James Douglas or the Commanding Officer for the time being of His Majesty's Ships at Portsmouth for their Security.

When the Ship is ready again in all Respects for the Sea, you are to return to Spithead and remain there until you receive further Order.

You are always to keep your Provisions, Stores, and Water compleat, til you proceed to Sea. Given &c 12th Decr 1776.

By &amp;c. P.S.

Sandwich. H. Penton. H. Palliser.

1. PRO, Admiralty 2/102, 49-50.

*Whitehall Evening Post*, TUESDAY, DECEMBER 10 TO THURSDAY,  
DECEMBER 12, 1776

London, December 12.

The *Watson*, Bryson, from Jamaica, for Liverpool, which was taken by an American privateer, is retaken by the crew, and carried into Dundalk, in Ireland.

The *Friendship*, Shotten, from Quebec to Barcelona, is taken by the *Washington* privateer, about 7 leagues off Cape Finisterre.

JAMES HUTCHINSON TO BENJAMIN FRANKLIN <sup>1</sup>On board the Ship *Sally*

Dear Sir

Thursday morning [December 12, 1776] <sup>2</sup>

We are Just proceeding to sea with a fair Wind, which we hope may continue, and carry us safely out of the Bay of Biscay; - your Dispatches I received

from Mr Pennet and shall not fail to take Care of them should we arrive in Philadelphia, and on the other hand should We be so unfortunate as to fall into the hands of any of the Piratical Cruisers of Britain they shall be sunk – Present my Complements to Mr Pennet tell him I shall ever remember his Civilities to me during my stay at Nantz – With wishes for your success & happiness I remain Dear Sir Yours &c

James Hutchinson

Dr Benjamin Franklin at Mr Gruels Nantz  
favoured by Mr Le Bourg

1. Franklin Papers, vol. 40.2, No. 165, APS.
2. Date is approximated. Franklin left for Paris on December 15.

### 13 Dec.

*The General Advertiser. Liverpool, FRIDAY, DECEMBER 13, 1776*

By a letter from Capt. John Forristal, of the brig *Dispatch*, belonging to Waterford, dated Lisbon, Oct. 22, we are informed, that the great bustle made both at London and Lisbon, about American privateers cruising off the latter, is principally calculated by the masters of the Dutch and French ships, in order to raise their freights, as scarce a ship of those nations arrives there but reports having seen one or more of them, although they remain invisible to two English frigates now cruising off there, and suffer our merchantmen to pass unmolested.

GIAMBATTISTA PIZZONI TO HIS GOVERNMENT IN VENICE <sup>1</sup>

[Extract]

London 13 December 1776

. . . this Court [British] would have reason under the present circumstances to fear a French fleet of ten ships which by joining with the sea forces of the Colonies, and with other, Spanish war vessels now in the ports of Santo Domingo and the island of Cuba, would fittingly cause Great Britain to doubt the success of its own forces. . . .

1. Papers of the Senate, ASV.

DR. EDWARD BANCROFT TO SILAS DEANE <sup>1</sup>

[Extract]

[London, December 13, 1776]

. . . This has been a day of Fasting & Prayer for the Subjugation of America – I have however in defiance of the Royal Proclamation been dining at Mr [Horace] Walpoles with some well disposed Friends & making merry. – I am however very uneasy at the Long delay of the Masts Spars & Lumber; as it certainly has given Administration an Opportunity of advising Ld Howe of the Matter, & preparing for intercepting it – & indeed you may be assured that it is no Secret here any more than in Paris where I hear it is a Topic of general Conversation: Letters from Ld Stormont were brought last evening which announce that Mr Du Coudra had Sailed with some others for America & that he is certainly to go by the circuitous way of St Domingo – I hope in God that his Lordship is mistaken respecting the latter part of his News. Genl Burgoyne is lately arived from Quebec which he left about the 9th of Novr he says that Carl[e]ton had discovered two

or three Provincial Vessels (which escaped after the late Action) drawn on Shore in a Secluded Bay & Covered over with Bushes & that he set fire to them – that he afterwards attempted Repair a part of Crown Point designing to Leave [Simon] Fraser with 4000 Troops to Winter there – that this project was afterwards abandoned & all the Troops brought back to Canada where they are gone into winter Quarters from Isle aux Noix to Quebec – that Carltons Fleet is all to be drawn on Shore for the Winter at Isle aux Noix, where some works are erected and a Garrison is left. I think however that the Provincials must be very negligent if they do not attack & burn the vessels when the Ice becomes sufficiently strong. – Burgoyne says that the Provincials had a Considerable Force on Lake George (consisting of two Bilanders of 14 Guns each, & three Schooners of 10 Guns each with several Gundoloes &c) & that they have so filled up one of the Narrows between the two Lakes, that it will be impossible for them to Transport their Vessels out of Lake Champlain into Lake George without taking them to pieces & reconstructing them afterwards. & indeed the impossibility of ever doing any thing against the Colonies by the way of Canada becomes every day more evident. All Kinds of Flesh Provision was becoming Scarce in Canada and there was but little prospect of the arrival of the Ships sent from hence & from Ireland. The *Richmond* Frigate with two transports was met in the mouth of the River St Lawrence endeavouring to get up but from the Ice and violence of the Northwest wind, there was no prospect of her being able to do it – one of the Transports was filled with Clothing for the Troops in Canada & several of them had bore away for Halifax particularly one commanded by a Capt Hamilton, which had on board 60000 Portugal Johannes for paying the Troops.

Administration here still flatter themselves that nothing is to be feared from France. They Pretend that the French Ministry have promised not to send any fleet to the West Indies Provided Great Britain will Solemnly engage not to increase her Force in that Quarter, & to recall & disband her Armaments as soon as the dispute with the Colonies is Settled. & as our Ministry are willing to enter into such Engagements they Confidently assert that the Brest Fleet under Mr du Chaffault, will not sail on its intended Expedition. I do not Credit these Pretences, but they may shew you upon what Grounds our great Folks are proceeding. . . .

1. Deane Papers, ConnHS.

CAPTAIN LAMBERT WICKES TO THE COMMITTEE OF SECRET CORRESPONDENCE <sup>1</sup>

Gentlemen,

Quiberoon Bay 13th Decemr 1776

I take this opportunity to Inform you of my Safe Arrival in 29 Days, as from Cape Henlopen at Quiberoon Bay, where I landed Doctor Franklin & his Suit in good health he has been very kindly received in France, as I am informed, but had no letter from him as yet, but expect one every Hour –

We have taken two Prizes on our passage both small Brigs, one from Bordoux loaded wth 15000 pipe and Bb Staves, 35 hhds Claret, Bound for Cork, the other from Rochfort, loaded wth 4000 Bushls Flaxseed & 63 hhds Cogniack Brandy bound for Hull, I have no Doubt but we shall be allowed to Sell our prizes here, as there has been 10 or a Dozen Merchants On board to purchase the two prizes, now in my possession, We have been Detained here this 15 Days, Waiting a Wind



to proceed to Nantz, & am in hopes of getting there soon, where I shall be able to give you a More full and Satisfactory Account of my reception and proceedings, I am inform'd that there is now 16 Sail line of Battle Ships & ten Friggates Man'd and fitted at Brest ready for Sea, but Cannot learn thier Distination, they also inform me, they are now fitting a Large Fleet of Ships in England But dont here of any More Soldiers raising for the American Service, I can form no Idea yet of my future proceedings as I shall proceed according to the Information I may hereafter receive, but shall take particular Care to give the Earliest Information of every thing in my Power, It is Reported that Capt [James] Anderson is Arrived at Nantz in the Ship *Success*, from Philadelphia. Our people is all Well and in good Spirits, from Gentlemen [&c.]

Lamb<sup>t</sup> Wickes

1. Papers CC (Letters addressed to Congress), 78, XXIII, 331–34, NA.

#### 14 Dec.

##### VERGENNES TO MARQUIS DE NOAILLES <sup>1</sup>

[Extract]

Versailles 14 December 1776

... The Bill to authorize the [British] Admiralty to issue letters of marque to private ship owners who want to make raids on American ships has given us the same reaction as they have to you. The King and his counselors consider it as an act of desperation which will undoubtedly interfere with commerce of other nations and subject the general tranquility to the greatest dangers; I will explain it to M. Stormont in this sense in the first conference I have with him, and I shall not refrain from telling the Ambassador that the Bill in question was adopted by parliament, it could put us in a position of taking steps to protect our commerce from the rapacity of English shipowners. If British ministers should give occasion for an interview on the subject you will not keep from their own way of thinking and you will repeat the reflections and the fear which I propose to communicate to Lord Stormont. You will take care, sir, to express your thoughts with caution so that your proposals cannot be taken as threats or as a result of obstinacy. Moreover the English might modify their Bill in such a way as to take away any apprehension on the part of other nations. For example if they restrained their corsairs from running down Americans by forbidding them to visit or harrass ships of another flag when they are assured by inspection of the papers that they belong to the flag by which they are covered. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 519, LC Photocopy.

#### 15 Dec. (Sunday)

##### "EXTRACT OF A LETTER FROM PLYMOUTH, DEC. 15" <sup>1</sup>

Arrived his Majesty's ships *Blond* and *Cygnat*, from Newfoundland, with the following ships under their convoy, viz. the *George*, Baker; *Mermaid*, Cockland; *Margaretta*, Hunter; *Lord Howe*, —; and *Swan*, Deal; all from New York, with about 60 sail more that are gone for the Downs; and an American sloop that was cut out of Salem by William Cummings, and others, being part of the crew of the *Jenny* of Tynmouth, who was taken the 18th of September, by the *True*



*American* privateer, and carried in there. Several other ships are arrived here, names unknown.

1. *Whitehall Evening Post*, December 17 to December 19, 1776.

CAPTAIN WILLIAM WILLIAMS, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir

*Active* Hamoze 15 Decr 76.

I beg you will please acquaint my Lords of the Admiralty that His Majestys Ship the *Active* under my Command is this day arrived in the above port. I sailed from New York the 13th of last month with a Convoy of 130 Sail of Dutch and English ships, most of which run a head of us as we sail so very heavy, owing to a part of her false keel beat off and hanging loose as also the lower part of her gripe being beat off by being on shore Under the Guns on Sulivans Island and Striking on both the Carolina Bars; the *Fowey* Saild with me but have not seen her these three weeks past, I have herewith sent a Letter addressed to you from Lord Howe. I am Sir [&c.]

W<sup>m</sup> Williams

1. PRO, Admiralty 1/2672, 10, 3.

LORD STORMONT TO LORD WEYMOUTH <sup>1</sup>

Most Confidential

Paris Sunday Morning

My Lord

Decr 15 1776

I have this Moment recd authentic Information that M. de Coudray and above a hundred french officers of Artillery and Light Troops sailed from Havre de Grace the 12th Inst on board a french Frigate called *L'amphitrite* Mounting Eighteen Guns. At least My Lord I know for certain that they were to sail on that day. A Chevalr Tort who is one of the officers on board and who has, he says a Conge for two Years from M. de St Germain wrote a Letter from Havre de Grace dated the 11th Instt in which there are these words Nous partons de mais pour Notre Destination.

as there seems to Me a possibility of this Ship being intercepted I thought it my Duty My Lord not to lose a Moment in giving You this authentic Information and have therefore despatched this Messenger and Have ordered Him to make the greatest Haste and take an Extraordinary Packet

I am persuaded that all the Papers of this frigate will shew that Her Destination is for St Domingo, but think it very probable that She will make directly for some port in North America.

I have some Reason to believe that Monsr de Viemonil a General officer in this Service of distinguished ability who was sent into Poland to assist the Confederates will be sent to North America to take the Command of the Rebel Army.

I am assured that Franklin who offers France the exclusive Trade of North America is much listend to and there are indeed but too many Indications of the insidious Designs of this Court and too much Reason to apprehend that in a few Months they will pull off the Mask and change these Secret Succours to the Rebels into open assistance.

M. Du chaffaults fleet is still in the Road of Brest, but I am authentically informed that Six More Ships of the Line are ordered to be armed immediately I

mean My Lord two besides the four I have already mentioned These two which are 74 Gun ships were put into Commission on Thursday last and the Command of them given to Messrs La Motte and Bougainville I am with great Truth & Respect My Lord [&c.]

Stormont

1. PRO, State Papers, 78/300.

## 16 Dec.

LORDS COMMISSIONERS, ADMIRALTY, TO LIEUTENANT THOMAS GABORIAN,  
H. M. CUTTER *Sherborne*, PLYMOUTH <sup>1</sup>

By &c

You are hereby required and directed to proceed forthwith in the Cutter you command to your former Station between Portland and the Lizard and cruize thereon agreeable to our Instructions of the 16th July last using your best endeavours to procure Men for His Majesty's Fleet; and governing yourself in the execution of that service by such parts of the printed Instructions (which accompany the Press Warrant you will receive herewith) as may relate thereto.

And whereas Lieut. William Clark is appointed to raise men at Dartmouth & Totness for the service of His Majesty's Fleet, and Lieut Thos Durell of His Majesty's Ship *Bienfaisant* hath been sent to the former of those places to raise men for that Ship; You are to repair frequently to Dartmouth, as well to enquire for orders, as to receive on board such men as may be procured by the said Lieutenants, And when you have got as many as the Cutter can conveniently carry you are to make the best of your way with them to Plymouth and dispose of them there as Vice Admiral Amherst or the Commanding Officer for the time being of His Majesty's Ships at that port shall direct; and have [having] so done, return to your said Station, and act in like manner until you receive further Order.

You are to victual all such Men as you may procure supernumerary to your Complement, or receive from the abovementioned Lieutenants, (during their Continuance on board) as the Cutter's Company; and bear them on a supernumerary List for Victuals accordingly. Given &c 16th Decr 1776.

By &c. PS.

Sandwich J Buller. H. Palliser

1. PRO, Admiralty 2/102, 58-59.

## "EXTRACT OF A LETTER FROM FALMOUTH, DEC. 16" <sup>1</sup>

Since my last arrived the *City of London*, a transport; from New York; the Captain of which says, that the *Harriot* packet-boat was arrived there, after an engagement with an American privateer, in which Captain Lee and seven men were killed, and nine wounded.<sup>2</sup>

1. *Whitehall Evening Post*, December 19 to December 21, 1776.

2. Engagement was with the Massachusetts privateer schooner *True American*, Captain Daniel Hathorne. See Volume 6, 1395.

## 17 Dec.

GEORGE III TO LORD NORTH <sup>1</sup>

Lord North - I have the satisfaction of acquainting You that I have this instant received from Lord Sandwich an account that Captain Pownall of the

*Blonde* on his return from Canada met the *Active* Captain Williams off of Newfoundland who left New York on the 14th of Nov. who acquainted him that the Rebels had been forced to quit King's bridge, that they have no other post in the Province of New York except Fort Washington which Gen. Howe was preparing to attack; Pownall sends this on his arrival at Plymouth, as the *Active* is a slow Sailer she was [*sic*] will not arrive within a couple of days; Lord Sandwich has sent for another Captain who has brought letters from Lord Howe but they refer to those sent by the *Active* and do not mention any public events.

Queens House

Dec. 17th 1777  $\frac{m}{44}$  pt 4. P M.

1. Fortescue, ed., *Correspondence of George III*, III, 408-09.

#### MARQUIS DE NOAILLES TO VERGENNES <sup>1</sup>

[Extract]

London 17 December 1776

. . . Lord North flattered himself that the most recent instructions sent to Gen. Howe would prevent any sort of involvement by America with other powers. Many persons assert that there is a willingness to permit the Americans to trade with other nations. But nobody yet dares to say that they are thinking of recognizing their independence. Nevertheless nothing would be more to the point, and be more advantageous to the Americans than general permission to trade. For the restrictive laws which the homeland enforced on them were always America's essential complaint. . . .

Three officers were arrested yesterday in London for having impressed sailors very close to the Stock Exchange. As they refused to post bail bond they were jailed. There you have the first example of resistance by civil authority since impressment began in the city against the orders of municipal officers. . . .

1. AMAE, *Correspondance Politique, Angleterre*, vol. 519, LC Photocopy.

*Whitehall Evening Post*, SATURDAY, DECEMBER 14 TO TUESDAY,  
DECEMBER 17, 1776

London, December 17.

The brig *Elizabeth*, William Butson master, laden with wines from Oporto for Chepstow, was taken on the 20th of November by the *Washington* privateer, Elias Smith commander, mounting 12 carriage guns, 6 swivels, and 77 men. The privateer had taken a few days before a ship from Cowes for Hallifax, with provisions for the King's troops; and one from Barcelona, with wheat, the 25th, within three leagues of Viana. They took Capt. Pennell from Newfoundland for that port with fish, and the following morning put the four masters with the 16 men and boys on board a Dutch hoye, bound from Oporto to Rouen, who landed them all the 2d instant at Barfleur in France.

JACQUES GRUEL TO BENJAMIN FRANKLIN <sup>1</sup>

[Extract]

Nantes, December 17, 1776

I have just learned of the arrival in the bay of the frigate *Reprisal*, Captain Wickes. Mr. [Robert] Harris <sup>2</sup> came up to see me and left with me three letters including herewith which I am taking the liberty to send to you. Mr. [Nathan] Rumsey sold at Quiberon the cargoes and the prizes.<sup>3</sup> The *Reprisal* had on board only twenty-two puncheons of eau de vie, for the rest had been sold. Mr. Rumsey will render an account. Mr. Harris told me he is here only during a four days' leave. On his arrival I took great care to learn the cost of the transactions at Quiberon relative to the sale of the two prizes. I sent on board the *Reprisal* to get the indigo and you will see the care I took. Fortunately the frigate has only need of water.

1. Franklin Papers, vol. 6, No. 126, APS.

2. First lieutenant of the *Reprisal*.3. Lord Stormont naturally lodged a strong protest with Vergennes about the seizure of these prizes. Stevens, ed., *Facsimiles*, No. 1392.

18 Dec.

PHILIP STEPHENS TO VICE ADMIRAL JOHN MONTAGU <sup>1</sup>

Sir

18h December 1776

My Lords Commissioners of the Admiralty having received a Petition from George Murray and others, late belonging to the *Nancy* of London John Cowen Master, representing that she being taken by an American Privatier, they were put on board the *Molly*, which had also been taken by her, and which they recovered, and carried her to Trinity in Newfoundland but soon after His Majesty's Sloop *Penguin* arrived, claimed the said Ship *Molly* as her Prize, & received the Salvage, and they the Petitioners were not paid one penny for retaking her, and therefore praying for Relief I am commanded by their Lordships to send you the said Petition herewith and to signify their direction to you to report to them a state of this Case if it came under your Cognizance while you was at Newfoundland; And with your Report you will please to return the said Petition to &c

Vice Admiral Montagu, Town

P:S:

1. PRO, Admiralty 2/553, 324-25.

LORD SANDWICH TO MAJOR GENERAL HENRY CLINTON <sup>1</sup>

Sir

Admiralty Dec: 18. 1776

I am exceedingly obliged to you for the favour of your letter, which brought us the first particulars of what had lately passed at New York; for as the *Fowey* which has the dispatches on board is not yet arrived, we were totally in the dark about the motions of the armies, the Captain of the *Active* not having told us a



single word of the state of things at the time of his sailing; & I think I never remember more impatience than there has been for some time on this subject. You will have recieved your leave of absence before this reaches you, therefore I hope I shall soon have the pleasure of seeing you in town I am with great truth & regard [&c.]

Sandwich

1. Sir Henry Clinton Papers, CL.

"EXTRACT OF A LETTER FROM PORTSMOUTH, DEC. 18." <sup>1</sup>

This day arrived here the *Fowey* man of war, from New York. She has brought some dispatches from Lord Howe, among which, we hear, are the letters sent by General Washington to the Congress at Philadelphia, which were intercepted on the road, and brought to General Howe.

1. *Williamson's Liverpool Advertiser and Mercantile Chronicle*, December 27, 1776.

BARON DE KALB TO SILAS DEANE <sup>1</sup>

[Extract]

Havre 18 December 1776.

. . . I sent you in my last news of the departure of the *Amphitrite* on Saturday the 14th at midday. She might have left sooner if M. Du Coudray had not had many letters to write, which detained him from 10 o'clock at night when he went on board, and made her lose several hours' favourable wind. As nothing has been heard of her since, it is to be hoped that she has got out of the Channel. It is very lucky that she has left; for two days later she could not have done so, an order of the Court having arrived on Monday at 10 o'clock at night to detain her until further orders; but she was under weigh. The *Romain* is detained by the same order and if M. Beaumarchais does not have it revoked we may yet stay a long time here. I suppose that M. Monthieu will propose to you, in case these difficulties should continue, to charter here, for 8 or 10 louis, a bark to take to Nantes the officers who are waiting in order to embark them in the vessel which is there ready and which cannot be subject to the same countermand having no artillery on board, which could prevent its departure. If you order me to embark at Nantes, I will forward my baggage and will proceed thither post by way of Paris; but just as you please.

I was not able to impart to M. Du Coudray the unfavourable opinion which has been conveyed to you of the muskets, because he had left. But if it is well founded, as I fear it is, it should prove a monstrous rascality on the part of some one or perhaps of several persons. It is to be feared also that some of the carriages of the train of artillery are not worth the freight. M. Monthieu has agreed with me, or rather has avowed to me, that the shovels and other implements of that kind are not worth the freight. He says so perhaps because it was not he who supplied them, for I have not seen any of them. I only see much jealousy on all sides.

1. Stevens, ed., *Facsimiles*, No. 605.



19 Dec.

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS, PORTSMOUTH <sup>1</sup>

Sir

19 Decr 1776

Capt'n [George] Montagu of the *Fowey* having informd my Lords Commrs of the Admty that he retook the *Wm.* Transport that had been taken by a Rebel Privatier, & that he has Nine Rebel Prisoners on board the Ship under his Command who he took out of the said Transport; I am commanded by their Lordships to signify their direction to you, to cause the said Rebel Prisoners to be secured on board one of the Ships at Spithead until farther orders letting their Lordships know in which Ships they are secured. I am &c

P S

1. PRO, Admiralty 2/553, 327.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN WALTER GRIFFITH,  
H. M. S. *Nonsuch*, PLYMOUTH <sup>1</sup>

You are hereby required and directed to put to Sea in the Ship you command with the very first opportunity of Wind and Weather and proceed & cruize off Cape Finisterre from 5 to 20 Leagues N W for the Protection of the Trade of His Majesty's Subjects, and to use your best endeavours to intercept, seize or destroy any Cruizers or other Vessels belonging to the Rebellious Colonies of No America, which you may be able to come up with.

You are to continue on the above Service, for the Space of one Month after your arrival off Cape Finisterre, and then return to Plymouth Sound for farther Orders; sending us an Account of your Arrival and Proceedings. Given &c  
19th Decr 1776.

By &amp;c PS.

Sandwich. Palmerston H. Palliser

1. PRO, Admiralty 2/102, 65-66.

20 Dec.

LORD WEYMOUTH TO LORD STORMONT <sup>1</sup>

[Extract]

(most confidential)

St James's 20th Decr 1776

The sailing of M. de Coudray, and of the officers who accompany Him cannot be prevented, unless We had Sufficient proofs to produce that their destination is for the continent of America. The taking a Frigate of War would be Such an act of Hostility, as nothing could justify, but the most irrefragable evidence of the want of truth in the professions of the French King's Ministers; more especially as Your Excellency believes that the capture of the Ship would furnish no papers that would indicate any other destination than to the Islands.

The state of the French Navy, and that of their finances are strong circumstances to incline them to preserve a Peace that is so essentially necessary to Them at

this moment. The means they have used to prevent a breach between Portugal and Spain would Seem to confirm their desire of avoiding a war; and the clear and precise declarations They have so often made, exclude Them from a reasonable pretence for interrupting the tranquillity of Europe. Yet My Lord His Majesty is aware that specious appearances of great wealth from an exclusive trade to America; The certainty of the Support of Spain if They require it; and the flattering hopes of recovering what They lost in the last war, may induce Them to disclaim the ties of solemn declarations, and They will not find this Country unprepared.

The *Fowey* is arrived but brings no dispatches to Government. The facts stated to your Excellency in my letter of the 18th are confirmed by many private letters; but this Ship with the *Active* was sent to convoy the Transports to Europe, and General Howe was engaged in the pursuit of the Rebel army. . . .

1. PRO, State Papers, 78/300.

*Public Ledger*, FRIDAY, DECEMBER 20, 1776

London, Decr 20.

The immense Trade which the Congress is now carrying on with France, is by no means a secret to our Cabinet, but administration are resolved not to make any remonstrance upon that head, having adopted an easier and more effectual plan to defeat the designs of that subtle court, without giving the least cause for any bickering between them and us at so critical a moment. In consequence of this determination, proper measures are already taken to intercept, and make prizes of the American ships now loading at Nantz and other French ports, and so turn the intended injury to a national advantage.<sup>1</sup>

1. A clipping of this newspaper item is in the William Lee Folder, VHS.

**21 Dec.**

LORD SANDWICH TO WILLIAM KNOX <sup>1</sup>

Sir

I read your letter with some anxiety till I came to the last line of it, which told me that the young man you wish to introduce into the Marines was 19 years of age: had he been under 15 or more than 21, I could not have gratified my inclination to oblige you; but as he is of the proper age you may be assured that I shall have particular pleasure in recommending him to his Majesty for a commission, which I shall do without delay I am [&c.]

Admiralty Dec: 21. 1776

Sandwich

1. William Knox Papers, CL.

INVOICE OF GUNPOWDER FOR ST. EUSTATIUS ON ACCOUNT OF THE  
CONTINENTAL CONGRESS <sup>1</sup>

Hamburg 21st December 1776

Invoice of 128 Casks of Powder, shipped Currnt at Amsterdam in the *Adriaan & Jan*, Capt Wessell Diedr Miller for St Eustatia, consigned by Order of Mr John Ross to Robert and Cornelius Stevenson, these being by Order & on Account & risk of the American United Colonies, and in part of a Contract dated 5 February last, made for them with Messrs Willing Morris & Co and the said Shipper, consign as Pr advice Vitz.

78 Barrels of Musket powder, each 90 lb F 7020 lb		
17 ditto Cannon Ditto	" 90 " G 1530 "	
33 half ditto Musket Ditto	" 45 " F 1485 "	
	10035 lb	
a 35 £ pr 100 lb	£ 3512. . 5. . -	
off 1 pCt	35. . 2. . -	£3477. . 3. . -
<u>Charges</u>		
To 95 Barrels	£ 95. . - . . -	
" 33 half Barrels	" 21. . 9. . -	
" Brokerage	" 14. 13. . -	
" Licence from the Admiralty for shipping	" 14. 12. . -	
" Recognition at the West-India Co	" 70. . - . . -	
" Passport & seald Bills of Lading at the West-India Co.	" 6. . 2. . -	
" Boat hire	" 12. 16. . -	234. 12. . -
To Messrs Larwood & Van Hassell & Co their Commission 2 pCt		74. . 5. . -
	Ct £	3786. . - . . -
Exchange 6 pCt	Br mP	4286. . 1. . -
Brokerage of Exchange 1 pr Mille	Br mP	4. . 6. . -
Postage	"	4. . 8. . -
	Br mP	4294. 15. . -
Commission allow'd John Parish a 2 pCt.		85. 14. . -
	Br M P	4380. 13. . - <sup>2</sup>

1. John Ross Invoice Book, vol. 1, 17, HSP.

2. There is also an invoice the same date for 53 casks of saltpeter shipped to Philadelphia on the account of Congress, John Ross Invoice Book, vol. 1, 18, HSP.

JACQUES GRUEL TO BENJAMIN FRANKLIN<sup>1</sup>

[Extract]

Nantes, 21 December 1776

The thirty-five casks of indigo have just arrived here. I shall have them placed in storage until you have given me your orders. Next week I expect your trunks which Mr. Wilckes [Lambert Wickes] will have delivered to me by a confidential agent. I shall take excellent care of them.

Mr. Wilckes did me the honor to dine at my house yesterday. We decided together that he should not remain very long in the river. He needs certain supplies which I shall send to him on Monday. I gave him the two pieces of gold which you left in my charge. I likewise sent on board the two casks of wine for the crew as you requested me to do. . . . I am with respect, Sir [&c.]

J. Gruel

1. Franklin Papers, vol. 4, No. 130, APS.

**23 Dec.**PHILIP STEPHENS TO COMMODORE JAMES GAMBIER, PORTSMOUTH<sup>1</sup>

Sir

23 Decr 1776

I have communicated to my Lords Commrs of the Admty your Letter of the 21st inst informing them that the *Jonge Catherina* a Foreign Transport late arrived at Spithead from New York, was on the 12 boarded by a Boat belonging to a Large Armed Sloop from Boston commanded by a Spaniard but on her Master shewing him an Amsterdam Pass from Eustatia to St Ubes he left them; And that the Master of the said Ship hath represented to you that the *Fowey* her Convoy, being on the 11 inst so far a head that he cou'd but just see her from the Mast head, he, in order not to lose the Convoy cut away a studding sail which he therefore desires to be allowed for and in return, I am to acquaint you that the Navy Board are inform'd thereof that they may do what they shall judge proper in the Case.<sup>2</sup>

Their Lordships farther direct me to acquaint you that, for the reason you give they approve of your having hired Craft to assist in clearing Nine Foreign Transports which are arrived in Portsmouth Harbour in Order to their being discharged the sooner from the Service. I am &c

P S

1. PRO, Admiralty 2/553, 341-42.

2. PRO, Admiralty 2/553, 345-46.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN CARTER ALLEN,  
H. M. S. *Albion*, PLYMOUTH<sup>1</sup>

By the Commissioners for Executing  
the Office of Lord High Admiral of  
Great Britain & Ireland &c. and of all  
His Majesty's Plantations &c.

In pursuance of His Majesty's Order in Council dated the 20th day of December 1776. We do hereby Impower and Direct you to Impress, or cause to be impressed, so many Seamen, Seafaring Men, and Persons whose Occupations &

Callings are to work in Vessels and Boats upon Rivers, as shall be necessary either to Man His Majesty's Ship under your Command, or any other of His Majesty's Ships, giving unto each Man so Impressed One Shilling for Prest Money. And, in the Execution hereof you are to take Care; that neither yourself, nor any Officer authorized by you, do demand or receive any Money, Gratuity, Reward, or other Consideration whatsoever for the Sparing, Exchanging, or Discharging any Person or Persons Impressed or to be Impressed, as you will answer it at your Peril. You are not to intrust any Person with the Execution of this Warrant but a Commission Officer, and to insert his Name and Office in the Deputation on the other Side hereof, and set your Hand & Seal thereto. This Warrant to continue in Force 'til the 31st Day of December 1777. And, in the due Execution thereof, all Mayors, Sheriffs, Justices of the Peace, Bailiffs, Constables, Headboroughs, and all other His Majesty's Officers and Subjects whom it may concern, are hereby required to be aiding & assisting unto you, and those employed by you, as they tender His Majesty's Service, and will answer the contrary at their Perils. Given under our Hands, and the Seal of the Office of Admiralty, the Twenty third Day of December 1776

By &c P S.

Sandwich J Buller Palmerston

[Enclosure]

I do hereby Depute \_\_\_\_\_ belonging to His Majesty's \_\_\_\_\_ under my Command, to impress Seamen, Seafaring Men, and Persons whose Occupations and Callings are to work in Vessels and Boats upon Rivers, according to the Tenor of this Warrant. In Testimony whereof I have hereunto set my Hand and Seal this \_\_\_\_\_ Day of 177 [blank]

[Endorsed] The like Press Warrants sent to him & to the other Captains and Commanders of His Majesty's Ships and Vessels under mentioned, in number & to the places against each exprest; vizt <sup>2</sup>

1. PRO, Admiralty 2/102, 90-92. This order appears to have become essential after a year of volunteer recruiting had failed to produce the required number of men. The order book contains many instructions to officers to set up recruiting offices in all the principal seaports of the kingdom; apparently with inadequate results. This order to Captain Allen of the *Albion* is printed in full in the order book because, alphabetically, the *Albion* led the list of British Naval vessels in home ports.
2. The list totals sixty; from *Albion*, *Ardent*, *Augusta*, *Active*, *Ariadne* and *Alderney*, to *Worcester*, *Wolf*, *Weazle* and *Wasp*. Similar orders went to eight cutters, twenty-two tenders and sixty-nine captains and lieutenants on recruiting duty, PRO, Admiralty 2/102, 92-94, 96, 97, 99-102.

"EXTRACT OF A LETTER FROM PORTSMOUTH, DEC. 23" <sup>1</sup>

Arrived here the *Ardent* man of war, Lord Mulgrave, from the Downs; also the *Fox* man of war, [Patrick] Fotheringham, from Newfoundland, but last from Lisbon, from whence he brought home passengers Capt Agnew, and the crew of an armed sloop, in the service of Government, but acting under a commission from the Captain of the *Pallas* man of war, which ship had been taken by a Portuguese man of war, supposing her to have been an American privateer, and carried her to the Brazils, from whence Capt Agnew and his crew were sent prisoners to Lisbon,



and were confined all together in the common goal, but on a demand being made for them by the Captain of the *Fox*, they were immediately delivered up. There were in the Bay of Cadiz 12 sail of the line and eight frigates, ready for sea. Likewise arrived several transports from New York and Quebec.

1. *Whitehall Evening Post*, December 24 to December 26, 1776.

#### AMERICAN COMMISSIONERS IN FRANCE TO VERGENNES <sup>1</sup>

Sir

Paris, Dec. 23. 1776

We beg Leave to acquaint your Excellency, that we are appointed and fully empowered by the Congress of the United States of America, to propose and negotiate a Treaty of Amity and Commerce between France and the said States.—The just and generous Treatment their Trading Ships have received, by a free Admission into the Ports of this Kingdom, with other Considerations of Respect, has induced the Congress to make this Offer first to France. We request an Audience of your Excellency wherein we may have an Opportunity of presenting our Credentials; and we flatter ourselves, that the Propositions we are instructed to make, are such as will not be found unacceptable.

With the greatest Regard, we have the Honour to be, Your Excellency's  
[&c.]

B Franklin Silas Deane Arthur Lee

1. Stevens, ed., *Facsimiles*, No. 606.

#### 24 Dec.

##### JOURNAL OF SAMUEL CUTLER, MASSACHUSETTS PRIVATEER BRIG *Dalton* <sup>1</sup>

Dec. 24 [1776]. In latitude 44 No., long. 14 West. Light Breeze. At 2 P. M. saw a sail. Beat to quarters. At 10 P. M. she gave us a gun, Then another. Ordered us to surrender, which we thought best, as she proves to be the *Raisable*, of 64 guns, Thomas Fitzherbert, They boarded us sword in hand, and sent us all on board the ship without suffering us to take our clothes. All except the captain, 2 lieutenants, master, surgeon, capt. marines, 1 prize master, myself and 2 boys were indiscriminately turned down in the cable tier to sleep on the bare cables, as Capt. Fitzherbert would not suffer them to bring their clothes, but let his own people rob us of what they thought proper.

1. *New England Historical and Genealogical Register*, Boston, XXXII, 42–44. Cutler was captain's clerk on board the *Dalton*, Eleazer Johnson commanding.

##### JOURNAL OF CHARLES HERBERT, MASSACHUSETTS PRIVATEER BRIG *Dalton* <sup>1</sup>

[December 24, 1776]

The brig *Dalton* sailed from Newburyport, November 15th, 1776, and from Portsmouth, on the 26th of the same month, and on the 24th of December following, about nine o'clock in the evening, we were taken by the *Reasonable*, man-of-war, of sixty-four guns. As her cruise was over, she was bound to Plymouth, England. The first lieutenant of the ship was the first man that boarded us, and he ordered us all on board the ship as fast as the boats could carry us, and would give us no time to collect our clothes, promising us, however, upon his word and honor,

that we should have them all sent on board the next day. Some of our company trusted to this assurance, but I thought it not best to do the like. I was stationed upon the main-top when we were taken, and had not so good an opportunity to save my clothes, as those below; yet I saved more than any of the foremast hands; for as soon as I found that we were taken, I made all speed from the top down to my chest. I broke it open and shifted myself from head to foot — putting on two shirts, a pair of drawers and breeches, and trowsers over them; two or three jackets, and a pair of new shoes, and then filled my bosom and pockets as full as I could well carry. Afterwards, I found it was well for me that I did so; for when the clothes were brought on board, we found that all the best of them had been culled out, and nothing but a few rags and a dozen old blankets were sent to us.

After we came on board, we were ordered upon the quarterdeck, and from there down into the cable-tier, where we found very disagreeable lodgings, having nothing but the bare cable to lay upon, and that very uneven. Besides this, we were almost suffocated with heat. Being, however, very much fatigued, I slept about two hours, as soundly as if I had been upon a bed of down. When I awoke I crawled aft upon the cable, where was the sentinel, and spent the remainder of the night in conversation with him.

1. Richard Livesey, ed., *A Relic of the Revolution* (Boston, 1847), 17–19.

WILLIAM KNOX TO PHILIP STEPHENS <sup>1</sup>

Sir,

Whitehall 24th Decr 1776.

It appearing by the Representation of the Naval Officer onboard the *Lord Amherst* Ordnance Transport, now at Portsmouth, (Copy of which is enclosed) that the said Ship is so well armed & manned, & in all respects so capable of defending herself against any Naval Force of the Rebels which there is any probability she may meet with, that Lord George Germain thinks it unnecessary to detain her for Convoy, especially as the Stores she has onboard are much wanted at the Places of her Destination; and I have accordingly, by His Lordship's Directions, acquainted the Board of Ordnance that she is to proceed immediately to Sea without Convoy: And altho' the *Lord Townshend* is also a stout Ship, and there would be but little Hazard of her meeting with any Rebel Vessels of superior Force; nevertheless, as there can be no immediate Want of her Stores at New York, & a Convoy will sail for that Place in a short time, Lord George Germain thinks it proper for her to wait for it; and I have, by His Lordship's Directions acquainted the Board of Ordnance that she is to do so; of which you will be pleased to inform the Lords Commissioners of the Admiralty.

His Lordship has further directed me to desire you will acquaint their Lordships, that, understanding the *Lord Amherst* is engaged by the Board of Ordnance for Eighteen Months, and conceiving she may be usefully employed in the West Indies, after she has delivered her Stores, either in Cruizing, or as a Convoy to the homeward bound Ships from Jamaica, or Pensacola; I have by his Lordship's Directions desired the Board of Ordnance to instruct the Master to apply to Rear Admiral Gayton, before his Departure from Jamaica, for Orders for his further Proceeding, after he shall have delivered the Stores at Pensacola, and to direct

him to obey such Orders as he shall receive accordingly; of which you will likewise be pleased to acquaint their Lordships, and to move them to send Rear Adml Gayton such Instructions, as their Lordships shall think proper respecting the said Ship. I am &ca.

Will<sup>m</sup> Knox

1. PRO, Colonial Office, 5/125, 89.

NATHAN RUMSEY TO BENJAMIN FRANKLIN <sup>1</sup>

[Extract]

Honorable Sir

Nantes 24th Decemr 1776.

Upon my arrival here from Auray, I had the Honor of receiving your's of the 15th Inst. the Contents of wch shall be fully and punctually observed. Mr Delamain who loaded the Prize from rochfort and was part owner, is in Nantes; has spoke to me relative to the Vessel and Cargo, which last he says was his property and says he cannot conceive that Cap. Wicks can by any means detain french property — He has this day made a Declaration in the Admiralty office against his Cap. Cap. Wicks, and Penet & Rumsey, a Copy of which Mr Gruel sends you by this post. — I have refered Delamain wholly to Cap. Wickes for his Satisfaction, & Wicks is apprised to give that Satisfaction to no person but such as are authorised from Court, but least any unexpected Difficulties should arise Cap. Wickes is ready to sail at a half hour's warning. — I doubt not, sir, but your presence at Court will quickly decide these Affairs in our favor.

1. Franklin Papers, vol. 4, No. 135, APS.

DECLARATION OF JAMES PRATCHELL, MASTER OF THE PRIZE BRIG *La Vigne* <sup>1</sup>

On 24 December 1776 [Nantes]

Appeared Mr James Pratchell former master of the brig *LaVigne*, of Hull, England, 150 tons burden, at present in this city, who declared to us that he had embarked at Rochefort in all 5 pipes, 47 puncheons, and 11 casks of brandy, 6 casks of wine, 1024 bags of flax-seed, and various other articles, which were placed on board his vessel there by Messrs. Ranson and de la Main, Hennesy, and Saul, and Hebre de St. Clement and Co., merchants of Rochefort, and P. Prioux Son and Co., destined for Hull, England; that he left Rochefort with the said merchandize on 22 November last, that on the 27th of the said month of November, being at that time 16 leagues to the S. W of Belisle, he fell in with a British-American vessel which sent her boat with an officer and several sailors to board him, that they asked to see his papers, bills of lading, &c., which the declarant showed to them, and after inspection the said officer of the North American vessel re-entered his boat in order to return to his vessel with declarant; after which he returned on board the said vessel of the declarant and took with him the second officer of the said brig, *La Vigne*, and 4 men of her crew and conducted them on board his own vessel, leaving on board two officers and 4 men of the crew and they set sail together; that they anchored the next day in the Palais de Belisle, but that contrary winds having compelled them to put out the next day in search of

Quiberon, he learned that it was the ship *Reprisal*, from Philadelphia, commanded by Captain Lambert Wickes, armed with 16 guns, 128 men, and fitted out by the American Congress, and that Mr. Francklin was on board; that during their sojourn at Quiberon he noticed that Mr. Rumsey, who had come from Nantes, was on board the North American ship, that he, the declarant, does not know what they have done with his vessel, that he knows and saw that at Quiberon they removed 21 small casks of brandy from his ship and placed them on board the said North American vessel, and that he learned later that they had sold the remainder of his cargo to private parties of Basse Bretagne; that all his clothes and those of his crew were left on board the said vessels, that he did not know if they will return them to him, that otherwise he was pleased with the treatment and humanity of the said Captain Lambert Wilckes, that they arrived at Painboeuf on the 18th of this month on board the said American vessel, the captain of which gave him his liberty.

[Endorsed] Statement 24 December 1776.

1. Franklin Papers, vol. 53, pt. 1, No. 27, APS.

JOSÉ DE GÁLVEZ TO BERNARDO DE GÁLVEZ, GOVERNOR OF LOUISIANA <sup>1</sup>

The King has been apprised of how much information Your Excellency has provided in documents for Dispatches numbers 181 and 184 of the 7th and 30th of September, concerning the American Englishmen's intentions – supported by General Charles Lee, a major general and second in command of their military, and commander-in-chief of the Southern District, and by his agent Mr. Gibson – which, in general terms, are to establish regular trade with us, and to learn whether, in the event that they should capture Pensacola, as they intend to do, His Majesty would deign to recognize the seizure; the reply which Your Lordship gave to General Lee concerning these matters has won Royal approval, and His Majesty commands me to advise your Lordship in strictest confidence that should the Americans persist in their proposed plan to seize Pensacola and the other English installations on the right bank of the river, Your Lordship should make known to them with utmost discretion and secrecy that the King will rejoice if they succeed; and that once their independence is assured, the relinquishment of Pensacola, which they have promised Spain, can be taken up.

In order to help accomplish both ends, Your Lordship will continue to receive by way of Havana or by any other possible means, assistance in the form of arms, munitions, clothes and chinchona bark which the English colonists need, and Your Lordship will have available the most effective and secret means to have these supplies delivered secretly making it appear that they are being sold by private merchants; to which end the appropriate confidential instructions will be sent to you, as well as a merchant who will serve as a decoy.

By this same post similar confidential instructions are being sent to the Governor of Havana, advising him that in the monthly mail and by means of merchantmen he will receive various supplies, arms and other items which he must send on to Your Lordship without delay; and that he must also immediately send



you whatever surplus powder he has in the magazine of the factory in Mexico, and whatever surplus muskets he has in his own magazine, with the assurance that they will be promptly replaced.

I am informing Your Lordship of all this by order of His Majesty for your knowledge and guidance, charging you especially to take advantage of as many opportunities as may present themselves to continue to send news concerning this important affair so that I may transmit it to His Majesty.

Madrid 24 December 1776

1. AGI, Cuba, Legajo 174, LC Typescript.

## 25 Dec.

"EXTRACT OF A LETTER FROM EXETER DEC. 25." <sup>1</sup>

This day arrived here, in his way to Liverpool, Capt. Ashburne, who landed at Plymouth on Sunday last. His vessel, the *Isaac*, from Tortola, was taken by the *Warren* privateer, and carried into Salem,<sup>2</sup> which place he left so late as the 25th of November last. . . . He also says, that the Captains and men of such vessels as have been taken by the Provincials, have been paid their wages to the time of their vessels being condemned, but that the day before he sailed, an order was issued, that neither Captains or men belonging to the prizes should be paid their wages as heretofore, or be permitted to return to England.

1. *London Chronicle*, December 31 to January 2, 1777.

2. See Volume 6.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN PHILIP CARTERET,  
H. M. SLOOP *Druid*, CORK <sup>1</sup>

You are hereby required & directed to take His Majesty's Armed Vessel the *Kent* under your Command, her Commander being directed to follow your Orders; And, the taking under your convoy all such Trade bound to the West Indies, as may be at Cork ready to sail, you are to put to sea with them, the very first opportunity of wind and weather, and make the best of your way, consistent with their security, towards the places of their destination, & having seen to Barbadoes such part of the said Trade as may be bound thither, you are to proceed with the remainder to Antigua, where you are to deliver to Vice Admiral Young Commander in Chief of His Majesty's Ships and Vessels at Barbadoes and the Leeward Islands, the inclosed packet addressed to him, and to follow his orders for your further proceedings.

But in case the Vice Admiral shall not be there you are then to direct Captain [Joseph] Tathwell to make the best of his way to Jamaica with the Trade bound to that place, and having seen them thither, to deliver to Vice Admiral Gayton Commander in Chief of His Majesty's Ships employed at and about that Island, the inclosed packet addressed to him, and to follow his Orders for his further proceedings, And you are immediately after Captain Tathwell's sailing from Antigua, to proceed in quest of Vice Admiral Young wherever he may be, and upon joining



him to deliver the paquet which is addressed to him, and to follow his Orders, as above directed. Given &c the 25th December 1776.

Sandwich J Buller H Palliser

By &c PS.

1. PRO, Admiralty 2/102, 106-07.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN WILLIAM GARNIER,  
H. M. S. *Southampton*, PLYMOUTH <sup>1</sup>

You are hereby required and directed to put to Sea in the Ship you command with the very first opportunity of Wind and Weather, and proceed to Cape Ortegál; and, after making that Cape, you are to cruize North from it, between the Latitude of 45° and 47° for the protection of the Trade of His Majesty's Subjects, and to use your best endeavours to intercept, seize or destroy any Cruizers or other Vessels belonging to the rebellious Colonies of North America which you may be able to come up with.

You are to continue on the above Station, 'til it may be proper for you to leave it so as to arrive at Cork by the 6th of February next, at which time you are to take care to be at that port, from whence you are to send us an account of your arrival and proceedings, and where you are to use the utmost dispatch in completing your provisions and Stores to the proportion mentioned in our order to you of the 17th of October last, and having so done hold yourself in constant readiness for sailing. Given &c the 25th December 1776.

Sandwich J Buller H. Palliser.

By &c PS.

1. PRO, Admiralty 2/102, 111-12.

*Whitehall Evening Post*, TUESDAY, DECEMBER 24 TO THURSDAY,  
DECEMBER 26, 1776

London, December 25.

One of the richest transports sent to America this year, is taken and carried into Boston. She was commanded by Capt. Bell, and was laden with 16,000 suits of cloaths for the army in Canada; 30,000 shirts, 30,000 pairs of shoes, 30,000 pairs of stockings, &c. &c. all for the same; valued at upwards of 80,000 l. sterling.<sup>1</sup> This loss will be severely felt by the army in Canada; but it is a lucky circumstance for the contractors. The *Union*, that sailed some time ago for Quebec, with 70,000 l. in specie, and a large quantity of camp equipage, could not get up the river St Lawrence; and has put into Halifax, where she must remain till next spring. The want of this vessel also, must prove likewise a severe loss to the army in Canada.

1. The *Mellish*, Captain Joseph Stevenson; not a Captain Bell.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir

*Pallas*, Portsmo Harbor 25th Decr 1776

In answer to your letter of the 23d instant relative to the Evidences against Mr Willm Platt <sup>2</sup> having made their escape, I beg you will be pleased to acquaint

their Lordships that I intended to send them on board a Guard Ship before we went into the Harbor, it was late in the Evening when the Pilot came on board and we had no Oppertunity, the Men had been detained a long time and turn'd from Ship to Ship, I therefore thought it rather hard to put them in Irons as they had always behaved remarkably well and I had not the least reason to suppose they intended to get away, I believe they made their Escape in the Night. The *Philippa*, [Richard] Maitland, the Merchant Ship they were taken out of is now in the River I apprehend it would not be difficult for him to procure Evidences. I did not give them leave to go ashore, nor do I think they had leave from any of the Officers. I am Sir [&c.]

W. Cornwallis

[On verso] 27 Decr Send Copy to Mr. Eden for the E. of Suffolks informn in conseqe. of Lord Weymouths Lre of the —

1. PRO, Admiralty 1/1611, 3, 35.

2. Ebenezer Smith Platt, mistakenly called William Platt by Vice Admiral Clark Gayton, had been sent to England in the *Pallas* to stand trial. His accuser, Captain Maitland, charged Platt with having been a leader in the pillaging of his ship of a cargo of gunpowder at Savannah in 1775. Three witnesses were also brought to England in the *Pallas*. See previous volumes in this series.

“A LETTER FROM ROUEN, DATED DEC. 25”<sup>1</sup>

Mr. Beaumarchis is now at Havre, fitting out three vessels with clothes, guns, bullets, &c. for the Americans; one of them sailed 12 days ago, and has on board some French officers, engineers, gunners, &c. There are 200 more people to follow in the other two ships; they are bound for St. Domingo. There are two English frigates cruizing off Havre, supposed to be waiting for the sailing of the two last; they cannot touch them, but it is imagined they will follow them.

1. *London Chronicle*, January 2 to January 4, 1777.

27 Dec.

*The General Advertiser. Liverpool*, FRIDAY, DECEMBER 27, 1776

This morning upwards of four thousand ship letters from New York and other parts of America, which had been brought over in the *Fowey* man of war, and transports, lately arrived, were delivered out at the General Post Office.

*Williamson's Liverpool Advertiser and Mercantile Chronicle*, FRIDAY,  
DECEMBER 27, 1776

A letter from an officer on board his Majesty's ship *Milford*, stationed in America, says, “It is astonishing what great success our frigate has met with in taking prizes; it is computed our foremast men will share upwards of 140 l. each.[’]”

New York abounds now with prizes brought in by the cruisers, and prize goods sell at a great rate; so that the captors are likely to get a good deal of money.

MARQUIS DE NOAILLES TO VERGENNES <sup>1</sup>

[Extract]

London, 27 December 1776

. . . I had an opportunity to see Mylord Sandwich Sunday past. He did me the honor of coming to dinner, and I found the proper time to ask him if it were true that when Parliament reconvenes there would be a Bill to give commissions to privateers operating against Americans. Mylord Sandwich confirmed that there is such a Bill, and this is how he explained it.

The future enactment to grant private commissions has only the object of individual usefulness for English trade, without inconvenience to that of other nations. It is not really a matter of having privateers. It is proposed only to authorize arming of merchant vessels whenever they have cargo, to assure a safe voyage between ports. Without this they would go to sea only in convoy, which would be extremely costly for the State: further, the Government itself being unable to tend to all the needs of merchant shipping, commerce would necessarily suffer in several respects. There is no other remedy but to encourage private shippers to protect their own interests. However this encouragement cannot truly be effective unless the captures will belong to those who take them rather than under present conditions, where those made by private individuals not commissioned are for the benefit of the King and the Admiralty. Therefore to establish a more just order, and so that the risks are not all one-sided and the advantages all on the other side, merchant vessels only will be granted commissions which will allow them to provide for their own defense, with the added attraction of captures for their own profit. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 519, LC Photocopy.

*Whitehall Evening Post*, THURSDAY, DECEMBER 26 TO SATURDAY,  
DECEMBER 28, 1776

London, December 27.

The following is a list of the ships and vessels taken by the rebels, and carried into different ports in Massachuset's Bay, in New England:

*Ships.* The *Christian*, Le Sized, from Hayfield; the *Clarke*, a transport, from St. Lucia; the *Child*, from Jamaica to Bristol; the *Betty*, Archdeacon, from Honduras; the *Marshal*, Lowley, from Barbadoes; the *Sarah and Elizabeth*, Foot, from Jamaica to London; the *Nancy*, Cowen, a transport; the *Success*, Bell, from Jamaica to Bristol; the *Alfred*, Calender, from Jamaica; the *Liveoak*, Duncan, from Honduras; the *New Westmoreland*, from Jamaica to London; the *Hero*, Harford, from Jamaica to Quebec; the *Three Friends*, Bower, to —; the *Millham*, Johnson, from —; the *St. George*, Bedgood, a transport; the *Three Friends*, Russell, from St. Eustatia to Ireland.

*Brigs.* The *Nabby*, Vesper, from Nova Scotia; the *Swallow*, Griffiths, from Tobago to Bristol; the *Betsy*, Dalmasey, a transport; the *Lady Jane*, Taylor, from Grenada; the *Lovely Nelly*, Sheridan, to —; the *Fanny*, Toakley, from Virginia; the *General Wolfe*, Wilson, from Jamaica to Dublin; the *John*, Wallace, from Grenada to London; the *Maria*, Nicholas, to —; the *Generous Friends*, Hill, a transport; the *Lord Lifford*, Jones, a transport; the *Nancy*, Crooker, to —; the

*Dolphin*, Dennison, to —; a brig, supposed to be the *Lively*, Martindale; the *James*, Baker, retaken; the *Hero*, Perkins, for —.

Sloops. The *Lord Howe*, Coffin, to Newfoundland; the *Halifax*, M'George, from ditto; the *Industry*, Farnham; the *Peggy*, Bradford, from Baltimore; the —, Gardner; the *Endeavour*, Tatchell, from Newfoundland; the *Elizabeth*, Ludlow; the *Beaver*, Phillips; the *Dolphin*, Carleton; the *Argo*, Cockran; the *Frederick*, Castall; the *Spermaceti*, Pease; the *Britannia*, Mills, from Jamaica.

Schooners. The *Molly*, Buchanan; the *Eagle*, —; the *Sally*, Vaspy; the *White Oak*, Dean; the *Polly*, Bassett; the *Swan*, Puppel; the *Lively*, Holmes; the *Roebuck*, White; the *Deborah*, Hendrick, from Jamaica: the *Pecary*, Atkins; the *Prosperity*, Beale; the *Dragon*, Nallon, from Dominica; the *Sally*, Noble; the *Kelly* and *Nancy*, Reodret; the *Frederick*, Reynolds; the *Charming Ann*, Jones; the *Mary*, Mathews; the *Sally* armed schooner; and *Diligence*, ditto; in the whole 66.

CAPTAIN WILLIAM WILLIAMS, R. N., TO PHILIP STEPHENS <sup>1</sup>

Sir,

I have this Minuet received yours of the 24th setting forth their Lordships Direction to send to your board Lord Howe's Orders for bringing home the Convoy of Dutch & English Merchant Ships, together with a list of their Numbers, which I have Inclos'd herein as I am desired to be very particular when, and the reasons why, that Part of the Convoy left us, I therefore judge it Most Adviseable to send up my Journal for their Lordships Inspection, which will point Out to them the reason of Many Of Our Convoy leaving us, and by Which their Lordships Plainly will See was Occasion'd by their Paying so little or no Attention to Any Signals Made by me, and I hope their Lordships will allow its not in the power of two of His Majts ships to keep so large a Convoy together against their Inclinations. I am sir [&c.]

W<sup>m</sup> Williams

N. B. My Journal and Lord Howe's Orders are this Minute Lodg'd in the Commissioners Office

*Active* Plymo. Dock 27th Decem. 1776. 4. P. M.

N. B. The Journal herein mentioned put with the Monthly Journals.

1. PRO, Admiralty 1/2672, 10, 7.

**28 Dec.**

*London Chronicle*, THURSDAY, DECEMBER 26 TO SATURDAY, DECEMBER 28, 1776

London [December 28].

His Majesty's ship *Fowey* lately arrived from New York, is ordered round to Chatham, where she is to be repaired and fitted out for sea for the same station.

Yesterday Captain Douglas, just arrived from America, was introduced to his Majesty at St. James's by General Burgoyne, and most graciously received.

Yesterday a press-gang attempted to press some of the runners of the different gaols in Southwark, and others, when a battle ensued, in which, it is said, some lives were lost, and several persons wounded.



CAPTAIN WILLIAM CORNWALLIS, R.N., TO THE NAVY COMMISSIONERS <sup>1</sup>

Gentn

I find there is no Sky light in the Steerage of His Majesty's Ship *Isis* under my Command & it is so exceedingly dark there is no seeing to do any thing in it – I do not know a two deck Ship with a Poop with out a Sky light, & imagine as she was built by Contract it was omitted by Mistake Therefore hope you will be pleased to order the Builder of this Port to fit one for the same as in other Ships. I am Gentn [&c.]

*Isis* 28 Decr 1776 Portsmo harbourW Cornwallis <sup>2</sup>

[Copy]

1. Captain William Cornwallis' Letter Book, NYHS.

2. The Commissioners responded favorably on December 31 to Captain Cornwallis' plea for a skylight, Captain William Cornwallis' Letter Book, NYHS.

LORD STORMONT TO LORD WEYMOUTH <sup>1</sup>

[Extract]

Duplicate of No 128

Paris Decr 28th 1776

Most secret

I have authentic intelligence, that there are at Present, at Nantes, the following American Ships, viz the Ship that brought franklin, mounting sixteen Guns. A fine Brig mounting the same Number, a Merchant ship, that is waiting to take cloaths, and ammunition, Another of two hundred Tons, called the *William and Mary*, that is just arrived, and brought Rice, and Tobacco, and means to load with cloaths, arms and Powder, for the Rebel army, but it will be some time before her loading is Ready.

My informer, who seems Zealous in our Cause, is persuaded, that a frigate stationed off Nantes, would easily take all these American Vessels . . .

1. PRO, State Papers, 78/300.

REPORT ON THE CONDUCT OF CAPTAIN FRANCIS DE MONTEIL <sup>1</sup>

[Versailles] 28 December 1776

M. de Monteil, commanding the frigate *la Renommée* stationed at the Mole St. Nicolas, reports on what happened and what he did from the beginning of his cruise until 1 October last. The following details are found in his correspondence and the documents attached thereto.

On 5 September, M. de Monteil encounters the English frigate *Squirrel* chasing an American schooner near the coast.<sup>2</sup> He sends information to the Commanding Officer (Captain [Stair] Douglas) to the effect that he will oppose any form of hostility against the ships which are within reach of the Mole. This statement is not opposed. The English frigate abandons her pursuit of the schooner and sails away from the coast.

On the 14th of this same month of September, M. de Monteil was anchored in the harbour of the mole in order to unload stores which *la Renommée* had taken



on in Port au Prince. At six o'clock in the morning, he hears a few shots fired successively between the *Tortue* [Turtle] and the North point. He gets under way in haste and sees the boat of the English frigate *Squirrel* approaching an American schooner near land. He fires his gun in order to enforce his colors; but the schooner is too far away to be protected by him and falls into the hands of the enemy which takes her and disappears. Then, M. de Monteil receives on board his ship the Insurgent Captain who had escaped in his boat with three sailors, takes his statement and sails towards Jamaica in the hope to intercept and capture the Schooner. He finally decides to go and ask for the restitution of the captured vessel, convinced that celerity would add weight to this request, and sends the boat *Victor* in order to inform M. D'Ennery.

On the 17th, *la Renommée* puts into the road of Port Royal (in Jamaica). M. Gayton, Admiral, was in the country. M. de Monteil sends his Lieutenant, M. de la Voltiere, to him in order to claim the American schooner which had been brought to the harbor. The Admiral declares that the capture was justified on pretext that the North point had neither displayed the flag nor fired in order to enforce the colors, and that the schooner had been discovered and seized within a reasonable distance; he ends his reply saying that it is not within his power to return the schooner and that he can only inform his Court. Furthermore, he criticizes the word protection used in M. de Monteil's letter, saying that it is contrary to the assurance of neutrality given by the French Court. This word truly meant sanctuary and this explanation was found satisfactory. Moreover, M. de Monteil has received many marks of courtesy on the part of the Admiral and all the English officers and he appears to be convinced that the schooner is sequestered and that she will be returned if we insist.

These facts present three points worthy of examination: the manoeuvre towards the English frigate *Squirrel* by M. de Monteil on 5 September, the pursuit and the plan to recapture the American schooner seized on the 14th of the same month, the trip to Jamaica in order to claim the said schooner.

The instructions given to the Commanders of the frigates stationed in the Colonies, and which were known to M. de Monteil, stipulate that in the event that some Insurgent vessel or any other neutral vessel having sailed from the European or American ports and chased by English frigates, would come and request the protection of the King's flag, the said Commanders would not tolerate that these vessels be captured or visited; but the same instructions give express orders to the effect that they are not to approach the aforementioned vessels and to wait without favoring their manoeuvres until they are close enough to request the flag's protection.

In view of such positive provisions, M. de Monteil contravened his instructions by sailing toward the boat pursued by the English frigate *Squirrel* on 5 September. However, this manoeuvre could be justified by one clause of the same instructions which specifies that Commanders will maintain their cruise at fairly good distances in order to keep the English frigates away and to prevent that they come too close to the French Islands, and it seems that at the time when M. de Monteil went toward the insurgent boat and declared to Captain Douglas that he would oppose any form of hostility, the English frigate was very close to the coast of the Mole. Moreover, this declaration was deemed fair by the English officer who sailed away,

and in this respect, M. de Monteil can be blamed only for displaying a somewhat too active zeal.

The same cannot be said with regard to the event that took place on 14 September. M. de Monteil himself declares that the flag was not displayed at the point of the mole and that the guns had not been fired in order to enforce the protection of the coast. He further admits that he could not manoeuvre fast enough in order to protect the boat pursued by the English frigate. After this double confession, it is surprising that he conceived and put into effect his plan to go after the captured vessel and to seize it. Had his plan been as successful as he had expected, he would have committed without doubt the most formal act of hostility and compromised the nation. In spite of his declaration to the effect that the vessel was seized within one mile of the coast against the respect due to the King's possessions, distances have not been determined among nations and when protection is not enforced by the display of the flag or by the gun of some fort or ship, the sea is completely free outside the roads and coves whose sanctuary cannot be violated. Furthermore, assuming that distances had been determined there would have been ground only for a claim, not the recapture of the vessel, which, again, would have been an act of violence and a clearly marked form of hostility.

After his more than careless pursuit, M. de Monteil committed another fault equally serious when he went to Jamaica in order to ask for the return of the captured vessel. He should not have left his station without express orders, and assuming that the claim was justified, only the Governor should have made it. Active protection was the object of M. de Monteil's mission; thus, he disregarded the King's orders by leaving his station and he failed in his duty to the Governor's authority by taking upon himself the responsibility of a measure which did not concern him.

Moreover, M. de Monteil behaved well in Jamaica and the form of his request would deserve some praise if the request itself were not inconsiderate. The English Admiral's reply was also fair and reasonable. It is not deemed necessary to carry any further M. de Monteil's request which compromised this officer only.

It must also be noticed that M. de Monteil pretends in his correspondence that he was authorized to act on his own. This pretention is against all principles and would present the greatest inconveniences; the interests of the nation would then be entrusted to each officer commanding a frigate or a schooner and the variety of opinions would cause contradictory undertakings. It is the Governor's responsibility only to defend the interests of the nation with respect to the Colony where he is in command. The Commanding officers of the frigates can only act on the spur of the moment in order to stop illegal actions and outside this eventuality they must merely report what they see and learn.

By order of the Minister a dispatch was sent to M. de Monteil on 28 December 1776 commanding him to discontinue his cruise and one to M. d'Ennery to acquaint him with the orders given.

1. AN, Marine, B<sup>4</sup>, 128, LC Photocopy.

2. See Volume 6.

## 29 Dec. (Sunday)

"EXTRACT OF A LETTER FROM A GENTLEMAN AT FLORENCE IN ITALY, TO HIS FRIEND IN BIRMINGHAM, DATED DECEMBER 29, 1776." <sup>1</sup>

We took Shipping at Lisbon the 6th inst. for Leghorn, being in number 35 Souls, including Passengers. We had not sailed above 14 Hours before we were attacked by an American Privateer, carrying 18 Ten-pounders, 12 Swivels, and 90 Men. I forgot to mention that our Vessel was from Dartmouth, called the *Indian Queen*, and was making a trading Voyage up the Straits; she had only 24 Hands, the rest were Passengers. Our Captain (M'Pherson) a bold and resolute Scotchman, would give them Battle, though the Numbers were so unequal. After an Engagement of Three Quarters of an Hour, our Vessel struck, having seven killed and nine wounded, and her Rigging much shattered: The Americans behaved with great Humanity to us, and set us on Shore within 15 Miles of Gibraltar; to which Place we travelled on Foot, and sailed the next Day (9th) in the *Charming Molly* for Venice, which Place we reached, after a quick but stormy Passage, the 16th instant, all well.

1. *Public Advertiser*, London, January 22, 1777.

## 30 Dec.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN CHARLES HOPE,  
H. M. SLOOP, *Weazle*, SPITHEAD <sup>1</sup>

You are hereby required and directed to make enquiry at Spithead for the *Fox* Storeship, belonging to the African Company, bound to Cape Coast Castle, and also for any other Ships or Vessels bound to the Coast of Africa, and taking them under your Convoy, put to Sea with the very first opportunity of Wind and Weather, and make the best of your way to the said Coast; proceeding in the first place to Senegambia, and having conducted such of them as are bound to Senegal off the bar of that place, run down the Coast and see the remainder, if any, as near to the places of their respective destinations as may be necessary for their Security, until you arrive at Cape Coast Castle, where you are to leave the *Fox* Store Ship, and then proceed and cruize between Cape La Ho [Lahou] and Whidah [Widah] for the protection of the Trade of His Majesty's Subjects, using your best endeavours to take or destroy any Cruizers, or other Ship's or Vessels belonging to the Rebellious Colonies of No America which you may be able to come up with.

You are to continue on that Station til the Arrival of His Majesty's Ship *Pallas*, or til your provisions shall be so far expended as to make it necessary for you to quit it, and then you are to repair to Princes Island, or the Island of St. Thomas, for a supply of wood and water; and having taken the same on board, make the best of your way with such Captures as you may have made to Antigua, or wherever else you may learn that Vice Admiral Young Commander in Chief of His Majesty's Ships at Barbadoes and the Leeward Islands shall be, and delivering to

him the packet you will receive herewith, put yourself under his Command and follow his Orders for your further proceedings.

Given &c the 30th December. 1776

By &c P.S.

Sandwich J. Buller H. Palliser.

1. PRO, Admiralty 2/101, 128-29.

NAVY COMMISSIONERS TO CAPTAIN WILLIAM CORNWALLIS, R. N.<sup>1</sup>

Sir

Navy Office 30 Decr 1776

Observing upon the examination of your Accounts for the *Pallas* between the 26th. September 1775 and the 26 Sept 1776 the following expence of Stores Viz

1776 July Lost in the *Mary* Schooner Prize she having got on Shore in Attempt to come out of Port Antonio harbour by which she was lost. Viz

Hawser of 47 Inch	one No.
	Seventy one fm

	Cwt	qr.	lb	
Anchor of	4.	2.	0	One No.
Bouy Wood				One.
Rope of 4 Inch Seventeen Fm				
Foretop mast stay sail				One No

We acquaint you that according to the rules of the Navy it is not in our Power to Allow that Expence in your Account the Vessel not belonging to the King that they were lost in and that the Value thereof must therefore be paid the same as if the Stores had been supplied to any Merchant Ship We are [&c.]

M Suckling J Williams George Marsh

Honble Captn Cornwallis in Town

1. Captain William Cornwallis' Letter Book, NYHS.

*London Gazette*, MONDAY, DECEMBER 30, 1776. EXTRAORDINARY

Admiralty-Office, December 30, 1776.

By Letters received from Vice Admiral Young, Commander in Chief of His Majesty's Ships at the Leeward Islands, dated the 30th of September, and from Vice Admiral Gayton, Commander in Chief of His Majesty's Ships at Jamaica, dated the 4th of November last, it appears, that the Cruizers of the former had taken 12 Vessels belonging to His Majesty's Rebellious Colonies since the 24th of July, and that the Cruizers of the latter had, since the 8th of October, taken 8 Vessels belonging to the said Colonies, making in the Whole 56 Vessels taken by the Cruizers from Jamaica.

GABRIEL DE SARTINE TO ADMIRAL LOUIS CHARLES DU CHAFFAULT<sup>1</sup>

[Extract]

Versailles, 30 Dec 1776

. . . H. M. recommends very expressly to them [captains in the Admiral's Fleet], in case they are in a position to grant the protection of his Ensign to some Insurgent



Vessel, to conduct themselves so as not to appear at all favorable to the Insurgents, and to limit themselves to preventing lack of respect due the King's Ensign, whenever these vessels which must not be led by the frigates have come close through their own maneuvers to request protection and refuge. . . .

1. AN, Marine, B<sup>4</sup>, 134, LC Photocopy.

31 Dec.

DIARY OF JOHN BRAGG, WHITEHAVEN, ENGLAND <sup>1</sup>

[Whitehaven, December 31] a Violent press for Seamen at the close of the year 1776 they having been first offerd five pounds advance by the King & also the farther sum of two Guineas by the Gentlemen of Whit[e]haven, a large fleet of Men of Warr put into Comission & very great preparations for Warr, against America or any that may presume to Espouse their Cause.

1. WPL.

LORD NORTH TO GEORGE III <sup>1</sup>

Lord North has received the honour of his Majesty's note. Lord Sandwich, who is just gone to London, has in his possession a letter sent last night from Bushy, which Lord North received from Mr. Robinson. It is from *L'Orient*, & confirms the report of the French Frigates being appointed to convoy the American Ships out of the Bay. From hence it appears that there is such a report in France, & that it is believed by others than Mr Wentworth. As the intelligence sent by this Gentleman is not of the most pleasant kind, Lord North is sorry to recollect that, as he was the first, so he has always been the most important, & truest informer we have had. Almost every thing that he has told us from the first fitting out of the *Amphitrite* at Havre has been confirm'd, either by Van Zant, or Leesjournal[?], or the papers deliver'd by Hynson, or by some event. In the present instance, He relates what he receives from others, & Lord North believes truly; Perhaps he may himself be deceived. However, in one of the most material points the convoy intended for the ships bound to America is confirm'd by the letter in Lord Sandwich's hands, which was sent to Mr Robinson by Mr Jonsson a merchant in the City, who has no correspondance or connexion with Mr Wentworth or his friends. As this is a case to which the orders given to Commodore Hood will not apply Lord Sandwich intends to take the opinion of the Cabinet upon it tomorrow.

Bushy Park. Decr 31

1. Fortescue, ed., *Correspondence of George III*, III, 410-11.

LORD WEYMOUTH TO LORD GRANTHAM <sup>1</sup>

No 28.

[St. James's] 31st December 1776.

It has been represented to me that the brig *Dorothy*, laden with fish from Newfoundland, was taken by the *Washington* privateer.<sup>2</sup> The master put the captain and the whole crew aboard a Dutch vessel, and carried the brig into Bilboa, and endeavoured to pass for the master of the vessel, in order to dispose of the cargo. I am to signify to Your Excellency His Majesty's pleasure that you demand





*J. Ramsay pinx.*

*W. Woollett sculp.*

(GEORGE) THE THIRD,  
King of Great Britain, &c. &c.



of His Catholic Majesty's Ministers that the vessel be delivered to the owner thereof, since no court of judicature can allow its condemnation as a legal prize.

There is no principle in the law of nations more firmly established than this, "That every captor who is not provided with a commission granted by a supreme authority, is deemed a pirate and should be treated as such. This Supreme authority can only exist in a sovereign state whose political existence is admitted and acknowledged by other Sovereigns." It is not to be doubted from the known justice and exalted sentiments of His Catholic Majesty, that he will give the speediest orders for the release of this vessel

1. Sparks Transcripts, Lord Grantham, I, 22, HU.

2. Massachusetts privateer brigantine *Washington*, Captain Elias Smith.

#### NATHAN RUMSEY TO BENJAMIN FRANKLIN<sup>1</sup>

[Extract]

Honorable Sir

Nantes 31st Decemr 76.

I have the pleasure of informing you of the Arrival of a Brigt Yesterday in the Loire loaded with Tobacco from George Town on Sassafras River in Maryland – in her comes passenger Mr Robert Maise of Philada who has been with me to day – She left the Capes of Virginia the 15th Novemr . . . inclosed is a Letter which Mr Maise put into my hands. – Since your Departure from hence is also arrived Cap. [Peter] Young of Philada & another Vessel from Plymouth, on Acct of Congress, the Cap. & Sailors of wch last have forsaken her & are going to England. She is consigned to Mr Schweighauser, & he is in Doubt how to act. – It would give me pleasure Mr [Thomas] Morris was here – Mr Gruel speaks no english & I am prodigiously hurried, without any Directions or powers to act – a Dutch Transport is lately arrived – an English officer passenger put in her I conjecture to prolong the freight – the officer has protested against the Cap. here for not proceeding on his Voyage & insists he shall not stir untill Government have discharged him here – he fears Cap. Wickes will take the Vessel going out. . . .

1. Franklin Papers, vol. 4, No. 141, APS.

# AMERICAN THEATRE

*From January 1, 1777 to February 28, 1777*



## AMERICAN THEATRE

From January 1, 1777, to February 28, 1777

### SUMMARY

Weathering cold and gales during the severe winter months of the new year, Royal Navy cruisers kept blockading stations at the entrance to Delaware and Chesapeake Bays and off major harbors. Some inward and outward bound American ships escaped their vigilance, but many others were sent as prizes to New York or Halifax.

Robert Morris, encouraged by John Paul Jones' capture of the *Mellish* and his other successes, prepared detailed plans for a naval operation designed to draw British warships away from the Atlantic coast. This grandiose scheme, which never came to fruition, envisioned a Continental fleet under Jones striking at shipping and raiding enemy positions in the West Indies and at Pensacola and St. Augustine.

British marauders without authority or privateer commissions from the Crown were operating out of Antigua, capturing American ships and causing no end of grief for Vice Admiral James Young, commanding on the Leeward Islands station. The French vehemently complained to Young about the actions of these freebooters in the waters around Martinique.

To forge a tighter control over shipping and exports, Massachusetts declared a temporary general embargo prohibiting sailings from that state's ports without permission. Requests for permission and exceptions to the embargo flooded the General Court, and seem to have been almost universally granted.

Crew members left on board *Lexington* after her capture by H.M.S. *Pearl* rose, overpowered the British prize-crew and brought the Continental brig safely into Baltimore.

Philadelphia-built *Randolph*, Captain Nicholas Biddle, was the first of the new Continental frigates to get to sea. The other twelve frigates still needed cannon and men, or were otherwise not ready. Those at Rhode Island and in the Hudson River were securely bottled-up by a British fleet.

### 1 Jan. 1777

#### MASTER'S LOG OF H.M.S. *Milford*<sup>1</sup>

Janry 1777

Wednesdy 1st

Moored in Halifax Harbour.

AM the Agent Came on board & paid 5 Dollars pr Man price [sic prize] Money, Shipwrights empld on board, Sailed hence his Majtys Ships *Richmond* and *Unicorn* on a Cruize, the *Rainbow* fired a Gun & made a Signal for our Captn  
Fresh Breezes and clear later fresh Gales wth Rain



PM Captn Mowatt superceded Captn [John] Burr. The Boatswain & Carpenter empld as before. Shipwrights empld on board.

1. PRO, Admiralty 52/1865.

"MEMO OF SUNDRY STORES FOR SHIP *Raleigh*"<sup>1</sup>

[Portsmouth, January 1, 1777]<sup>2</sup>

Gunners Stores

400 small Arms  
80 pr Pistols  
400 Cartridge Boxes  
400 Bayonet belts  
160 Bayonets  
12 Blunderbusses  
400 Cutlasses  
200 Pikes  
3 m Flints  
150 Pole Axes  
Tackle Blocks  
24 Tampions  
12 Reams Cartridge paper  
8 Rms Small Arms do  
100 Claw handspikes  
50 Crow Bars  
60 Wormers  
60 Spunges & Rammers  
18 Ladles & Spare Spunge heads  
2 of 2 Qt 4 of 1 Qt & 4 of 1 pint  
Copper powder Measures  
70 Priming Wires  
6 Powder Mullers  
8 Match tubs to be tinn'd  
70 Powder Horns  
4 Roles Sheet Lead  
4 doz Marline  
4 lb Match ropes  
30 doz Tubes  
200 Hand Grenades  
Raw Hides  
2 Tons of Wadd or Junk  
2 doz of formers different Sizes with  
a Fire, Spare Beds and Quines  
Tackles  
Breechings with Hooks, a Fire  
Carriage, Fricks & Pins, a large

Thimble on the pommell of each  
Gun with Do and some spare  
Firelocks  
Cannon Powder  
Shott of different Sizes  
Small Arm Powder  
Small Arm Bullets  
4 pr Bullet Moulds  
A Secure Lanthron  
for Magazine  
2 Drums  
2 Fifes  
4 pr Shears  
6 Cases sweet Oil  
2 doz Sheep Skins  
4 Bolts Canvas  
100 lb Lanyd Twine  
1 m Needles, 6 lb Glue  
2 Smiths Vises  
Small Hand do  
Emery or fine Sand  
A Sett of Gunsmiths tools

Boatswain's Stores

12 doz Marline  
48 lb whipping Twine  
1 m Sail Needles  
1 doz Palms  
2 deep Sea Leads – 14 lb ea  
3 hand Leads of 9 lb  
2 deep Sea Lines 3 doz log Lines  
3 Log Reals  
3 doz Marline Spikes  
½ doz Stick [for] Candle Sticks  
100 lb Tallow, 100 lb Hogs Lard  
3 doz Buckets  
1 doz serving Mallets  
Spare blocks & pins of every kind  
12 or 15 doz

3 Ca[illegible] ditto  
 3 Fish hooks  
 3 Boats Graplings, 3 Chains do  
 8 Ships do wt 20 feet Chain  
 5 lb Junk  
 3 Barrels Tarr  
 1 Fidds for Spring Cables  
 1/2 doz Hand Spikes  
 1 Broad Ax, 3 Hatchets 1 [illegible]  
 1 doz Top Chains 6 to 16 feet  
 5 Top Blocks  
 3 top Mauls 2 Iron top fidds  
 1/2 doz Foot hook plates  
 3 doz Foot hook Hooks  
 1 Tumbler 1/2 doz Can hooks  
 12 doz hooks & Thimbles all Sizes  
 Bib[lin]es Fish Tackle  
 Hooks Lines  
 75 Fathom winding Tackle  
 70 do 4 In[ch] wt tiller ropes  
 10 lb twice laid rope  
 3 Buoy  
 20 Fathm 7 In[ch] r[o]pe for do  
 Stream Cable }  
 10 In 4 1/2 to 5 Lincks }  
 Jack, Ensign & Pendant  
 3 ps red, blue, & white }  
 Bunting 1 of each }  
 200 yds Old Canvas  
 300 Hammocks  
 3 doz Hawser Bags  
 3 doz Boats Oars  
 Boats Sails  
 3 Ships Sweets [sweeps]  
 1 doz spare dead Eyes for loose  
 1 doz for Fore Top Mast  
 1 Matles Cable  
 1/2 doz Lanthrons (say 1 doz)  
 6 doz Birch Brooms  
 2 doz Scrubbg brushes  
 1/2 doz long Tarr ditto  
 1 1/2 doz short ditto  
 3 doz Scrapers  
 18 yds red Baize  
 3 m W[illegible] Nails

20 m Scupper do  
 2 large Speakg Trumpets  
 4 small ditto  
 3 Coils Lanyard for }  
 the fore Shrowds }  
 3 Coils 3 Inch  
 6 do 2 1/2 Inch  
 6 do 2 In  
 18 do Ratline diff Sizes  
 12 do Spun yarn 2 & 3 do  
 6 do Worming  
 4 Sides thin Sole Leather  
 12 Bbbs Lampblack  
 4 Bls Spirits Turpentine  
 1 Bls Lynseed Oyl & 2 do  
 Train ditto  
 3 doz Spear Sheaves &  
 6 doz Pins different Sizes  
 2 Poop Lanthrons

#### Masters Stores

Compasses  
 Time Glasses f[ro]m 1/4 [illegible] to 1/2 H  
 Square Copper  
 Fishing Geer  
 20 Barrells Vinegar

#### Carpenters Stores

Jury Masts & Spare Yards  
 Spare Topsmasts, Fish &  
 Cheaks, Tacking Box  
 Logger head pump Leather  
 Spear Pump [&] Chain  
 Spare Wheel & Sprokets  
 Spare Ss for mendg Chains  
 Spare Pump Winches  
 Spare Hand pump  
 Pump Boxes & Spears  
 Pump banks & Belts  
 Pump Hooks  
 Pump Tacks, Spike & Nails  
 Bolts, 6 Boat hooks  
 Pitch pot  
 Mop  
 Hammers  
 Sheet Lead

Scupper Leather  
 Scupper Nails  
 Oakam, Caulkg Mallet  
 Caulking & H[oo]kg Irons  
 Iron tiller, dead Lights  
 Main [illegible] fitted to the  
 Foremast, Main top Mast  
 [illegible] fitted to the Fore top Mast  
 Pine Joist for Shott plugs  
 Pitch, Tar & Turpentine  
 Caps[t]an Barrs  
 Pins and Swifter David  
 Grindstones  
 Pitch Ladle  
 Carlins & Stauncheons  
 Pine plank & Boards  
 Oak ditto, Tarpaulins  
 Ventalalow, Spare rudder tiller  
 Chizel & Gouges, Compasses  
 & marking Irons—

#### Cooks Stores

Iron Cook kettles

1 Slop Tubb  
 2 ditto for the Caboose  
 2 Iron bound Buckets  
 2 Ladles, 2 pr Tormentors  
 2 Wood Axes, 1 Hatchett  
 Bellows S[t]ew Kettles  
 Tea Pots, Knives & Forks  
 Pewter dishes, Plates  
 Basin & Spoons, Fryg pans  
 2 Iron Shovels

#### Pursers Stores

All kinds Water Casks & all Barre[ls]  
 or Casks of any kind that Provision are  
 brought on board in. He is to see that  
 a complete sett of [illegible] with Beds,  
 and all kinds of Clothing & Tobacco,  
 Wood, Wooden Bowles, Cans, wooden  
 Spoons, & all the Ships Provision of any  
 Kind, small hand pumps & Funnells for  
 fillg Water, Candles, Lamps & Oil  
 Scales and Weights. —

1. John and Woodbury Langdon Papers, NHHS.

2. The date is approximated. As late as March 1777, *Raleigh* was without her guns. Note that remarks under purser's stores seem to be things to do rather than material on hand.

#### PETITION OF WILLIAM SMITH TO THE MASSACHUSETTS COUNCIL<sup>1</sup>

To the Honorable the Council of the Masachusetts Bay the Petition of William Smith

Humbly Sheweth

That your Petitioner, was taken on the Tenth day of November Last, in the Ship *La Soye Planter*, by the Brigantine *Freedom* John Clouston Commander, Belonging to this State, And that as your Petitioner has not heard any thing of his Late Ship's arrival at any of the Ports in this State, thinks that She may have been Retaken,<sup>2</sup> And as he has no means of Subsistance here, Prays your Honours he may have leave to go in one of the Carteels intending for New York from this Place, in Exchange for Capt Bowers Prize Master of the above Ship in Case She Should be at New York, or any other of Equal rank.

And as in Duty Bound Shall Ever Pray

Boston 1st January }  
 1777 }

W<sup>m</sup> Smith

[Endorsed] In Council Jany 1st 1777 Read & Ordered, That the Prayer of the above Petition be granted, and that the Said Petitioner have and th[at] he hereby has Liberty to go in said Cartel Vessel for the Purpose of being Excha[nged]

Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 166, 176.

2. "The *La Soy Planter*, Smith, from New York to Corke, was taken the 12th of November by the *Freedom Privateer*. The Captain, Officers and Crew were forced on board the Privateer, except the Carpenter, Boatswain and three Foremast-men, who on the 1st of December re-took and carried her into Saint Croix," *Public Advertiser*, London, January 29, 1777.

# PETITION OF RICHARD DERBY, JR. TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

Richard Derby Junr of Salem Takes Leave to Represent To This Honourable House That some Time in February Last he was appointed one of the Committee for Building armed vessells – That he has attended that service & has Compleatly Built, armed & fixed the Sloop *Tirannicide* & Brigantine *Massachusetts*, both which vessels were for some time Employed as Cruisers against the Enemies of the united States.

That some time in July last He Received an Order from the Court Directing him to alter the sloop *Tirannicide* into a Brigantine, which he has Effectuated, & the said Brigantine has now been out on a Cruise more than two months, and

He Further Represents that he has Received out of the Publick Treasury the sum of £ 3192 – in order to Enable him to Effect the Bussiness aforesaid, for which he prays to be Called to account, and he further Represents, that he has all his accounts Respecting the Bussiness aforesaid now in Town Ready for Examination, & Prays the Honble House to appoint a Committee for that purpose, in Order that he may be Enabled to settle his said accounts with the State, & that he may be Authorised to Receive the Ballance which may be found due to him, all which is Respectfully Submitted, by Your Hons [&c.]

Boston 1 Jany 1777 –

Rich<sup>d</sup> Derby Junr

1. Mass. Arch., vol. 182, 12.

# JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Wednesday January 1st 1777

Brig *Rising Empire* Capt Richard Whellings Pay Roll from April 26th to September 12th 1776 Read & Allowed and Ordered that a Warrant be drawn on the Treasury for Four hundred & thirty pounds fourteen shillings and nine pence in full of said Roll which was given Signed by fifteen of the Council.

1. Mass. Arch., vol. 20, 144, 145.

# CAPTAIN HECTOR MCNEILL TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Gentlemen

I am in want of good Swivle guns–<sup>2</sup> and as I understand there are fourteen Such as would Suit verely well now in Store at Rowes wharf; which have been taken out of the Brigtn *Charming Sally*, & the Ship *Julius Ceaser*

I humbley pray that you would Supply me with the above mentioned guns & their implements, the Agent or my Self will pay the price they may be apprizd at with Thanks, I am Gentlemen [&c.]

Boston Jany 1st 1777

Hector McNeill

1. Mass. Arch., vol. 152, 22, Board of War Letters, 1776–1777.  
2. For the Continental frigate *Boston*.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOSEPH HUDSON <sup>1</sup>

War Office,  
Boston Jany 1st 1777—

Sir,

The Board of War having charter'd the Brig *Freedom* of which you are Master, your orders are to proceed direct for St Eustatia where you are to dispose of your Cargo to the best Advantage, and of your Vessel also provided you can obtain not less than Twelve Hundred Pounds W India Currency, and invest the proceeds in the several Articles in the Schedule annex'd, or a proportion of each, which you will ship in such Vessel as the Board may send after you for that Purpose, for which you will recieve proper direction. —

But should no such Vessel arrive within one Month after you, you will endeavour to charter a small French or Dutch Vessel to bring home your effects, giving them Assurance of being allow'd to purchase any of our produce, and being intituled to every indulgence —

The Vessel must be clear'd for Miquelon or St Peters, and will make the first Harbour in the Eastern Ports of this State, from whence the earliest Notice must be given to the Board by Express.—If you cannot charter a French or Dutch Vessel, you may purchase a small Vessel to bring home your Effects, or freight them in some good American Vessel, bound to this State or New-Hampshire, or you will tarry there, until we send a Vessel to bring you home of which we shall give you due notice — If you cannot sell your Vessel you will take on board the Effects of any Vessel that may have been sold by order of the Board, — together with their Crews, purchase as much Salt as will Serve to Ballast your Brig and proceed home as before directed.

The Board consent to allow you Five pr Cent, on the Sales and two and half pr Cent on the returns of your Cargo, Five pr Cent on the Sales and Return of your Brig, Six Pounds Wages pr Month, Ten Hogsheads Priviledge out and a customary Priviledge home, in Proportion to the Burthen of the Vessel you come in

	By order of the Board	J Warren Prest
Seven hundred and fifty Fire Arms	a 40/.	1500 .. 0 .. 0
Fifty Barrels Gun Powder	a £10 .. 0/.	500 .. 0 .. 0
Three hundred peices Ravens Duck	a 50/.	75 .. 0 .. 0
Fifty Bolts Ticklenburg	a £ 5 .. 0/.	250 .. 0 .. 0
		<hr/> £500 .. 0 .. 0

Salt to Ballast if you cannot sell your Vessel

[Endorsed] Boston Jany 2d 1776 [1777]. I acknowledge the above to be a true Copy of the orders I have rec'd from the Honble Board of War, & promise to obey the same

Joseph Hudson

1. Mass. Arch., vol. 151, 396–97, Letters from the Board of War, 1776–1780.



MAJOR CHARLES STUART TO HIS FATHER, THE EARL OF BUTE <sup>1</sup>

[Extract]

[Rhode Island, January 1, 1777] <sup>2</sup>

This is so critical a juncture that tho' I am no Politician, yet I can not help sending you my opinion of the present state of affairs in this Country; we have remitted home such extravagant accounts of very trifling advantages and have gloss'd over with such art our errors, that I hope our Leaders wrote more for the Eye of the Publick than for the information of the Minister. Unless these accounts have been corrected by their private Letters, you doubtless must have expected ere this that our Arms had brought America to obedience, I am sorry to inform you that as yet we have effected nothing; the greater part of our Army are encamp'd where they were cantoon'd in the Jerseys, forming a Cordon along the Raritan River; our Piquets and outposts are sometimes attack'd by the Enemy, and tho' they seldom fail to suffer in these skirmishes, yet in the end they will learn to be enterprising and acquire bravery.

Some ships are cruizing in different Latitudes, and the remainder are station'd at N. York, Rhode Island, the Delaware, and one in Chespeak Bay; some censure these stations, and if we judge by the consequences there is certainly some error in the arrangement, for independent of the Cruizers, the number of Ships unemploy'd in the above mention'd Ports have furnish'd the Rebels with an opportunity of carrying on an extensive and almost uninterrupted trade with the West Indies and many parts of Europe by which they have imported every kind of military store, besides every necessary article to supply the wants of the people; and I am credibly informed that they have employed themselves with such success to the Southward that they have collected the means of prosecuting this diabolical war for three years.

General Howe confines himself to the Military Department, while His Lordship the Admiral presides over, or rather takes entirely to himself all civil arrangements.

Every proposal he has hitherto made to negotiate with the Rebels they have entirely disregarded; he therefore has published different Proclamations, in order, I suppose, to undeceive the minds of the people and to set clearly before them the advances Great Britain wou'd make towards a reconciliation. But this intention by no means succeeded, for whether from being unaccustomed to write, or from those about him being unacquainted with business, these performances were so clouded with mystery that they seemed more calculated to impress the minds of the People than to give them information.

It is strange that Commissioners invested with such amazing powers shou'd employ themselves in writing Papers which are only ridiculed and laughed at by those they are endeavouring to negotiate with; instead of plainly proclaiming to them that Great Britain wishes to prevent the miseries that are likely to overwhelm her Colonies, and in order to effect that laudable intention requests that Delegates shou'd be chosen from each Colony to lay before the Commissioners their several

causes of complaint. If the complaints are unreasonable, or the terms they request improper, offer them those that Great Britain can grant with honour!

If they receive them the point is gained, and a permanent accord settled between the two countries; if not, the minds of everybody will be opened, they will see the aspiring and ambitious views of the factious Leaders, and many wou'd, I am convinced, leave these scenes of Anarchy, and return to the protection of that free and wholesome Government under which they lived so happily. After such a conduct no-one can complain, and the sword must fall upon the guilty. . . .

I have not the honour of being acquainted with Lord Howe, but I have been studious to observe his public Character, and I am concerned to find that instead of searching into the minds of the people and consulting with those Europeans who have borne respectable offices under the Crown, and whose abilities have gained them weight and interest in this country, he disregards them, and seems rather to wish to remain uninformed than be obliged to request information. . . .

1. *Letters of Charles Stuart*, 13-15.

2. The date is approximated from content.

#### MASTER'S LOG OF H.M.S. *Diamond*<sup>1</sup>

January 1777	Remarks on Board the <i>Diamond</i> [1777]
Wednesday 1st	at 10 Sent our Boats Mand & armd a Shore to patience Island thinking The Rebels had landed there But they returnd and found non upon the Island The First part Modt & cloudy Weather with Rain the Residue Modt and fair at 1/2 past 7 P.M Veer'd To a Whole Cable at 1/2 past 9 discovered that the Longboat had been Cut from our Steren By two of our American Seamen which wer took in a Privateer Sloop

1. PRO, Admiralty 52/1699.

#### *Connecticut Journal*, WEDNESDAY, JANUARY 1, 1777

New-Haven, January 1, 1777.

The same day [December 25] arrived here a flag of truce vessel from New-York, sent by Lord Howe, with 58 marine prisoners, discharged on their parole, nine of whom being sick, were taken care of by the Select Men of the town.

Yesterday died here, Capt. Nathan Thomas, of Barnstable, in Massachusetts-Bay, one of the above prisoners.





Newport Area

"A LIST OF HIS MAJESTY'S ARMED VESSELS WITH THE DIMENTIONS OF THEIR

No of Vessels	No of Guns	Vessels Names	Commanders Names	How Rigg'd	Length of the Range Deck		Length of Keel for Tonnage		Breadth of the Beam	
					Feet	Inches	Feet	Inches	Feet	Inches
1.	26	New Ship		Ship	96	6	77	9½	30	6
2.	22	<i>Inflexible</i>	Capt Schank	Ship	80	1½	65	7½	23	10
3.	14	<i>Maria</i>	J. Starke	Schooner	66	"	52	2	21	6
4.	14	<i>Thunderer</i>	J. R. Falconer	Ketch	91	9	71	9	23	4
5.	12	<i>Carleton</i>	Capt Longcroft	Schooner	59	2	46	4	20	"
6.	20	<i>Washington</i>	Park. Harrison	Brigg	72	4	59	3	19	7
7.	8	<i>Lee</i>	A. D. Broughton	Sloop	43	9	33	—	16	3½
8.	7	<i>Royal Convert</i>	Ponsy Cox	Hoy	62	10	50	8	20	3
9.	5	<i>Jersey</i>	David Stowe	do	52	6½	43	9	14	9
6	14	Long Boats		Sloop	—	—	—	—	—	—

1. Record Group 8, Series C, 722 A (Provincial Marine 1764-84), 20-21, DAC. This undated list has been arbitrarily placed at January 1, 1777.

HULLS & C TO SERVE ON LAKE CHAMPLAIN DURING THE CAMPAIGN 1777.”<sup>1</sup>

Depth of the hold		Height of the Waste		Draught of Water		Tonnage Tons		Quantity and Quality of Metal on Board each Vessel.								Howitzers or Swivels
F.	I.	F.	I.	F.	I.			P 24	P 18	P 12	P 9	P 6	P 4	P 3	P 2	
10	“	4	9	F 8 A 9	6 “	383	84/94	-	-	20	-	6	-	-	-	10 S
9	“	5	6	F 8 A 9	4 6	203	52/94	-	-	-	16	-	-	6	-	10 “
8	2½	4	2	F 7 A 7	4 4	128	62/94	-	-	-	-	14	-	-	-	6 “
6	8	3	6	F 4 A 4	6 6	422	59/94	-	14	-	-	-	-	-	-	4 8 inch Shr
6	6½	4	2	F 6 A 7	2 4	95	55/94	-	-	-	-	12	-	-	-	6 S
6	2	4	5	F 6 A 7	4 4	127	47/94	-	-	-	-	16	-	4	-	12 S
4	8	3	2	F 5 A 5	4 4	47	70/94	-	-	-	-	8	-	-	-	4 “
3	7½	1	6	F 3 A 3	“ 6	108	54/94	-	-	-	7	-	-	-	-	6 “
4	8½	3	6	F 2 A 2	6 6	52	46/94	-	-	-	5	-	-	-	-	6 “
-	-	-	-	-	-			-	-	-	-	-	-	10	4	24 “



AMBROSE SERLE TO THE EARL OF DARTMOUTH <sup>1</sup>

My Lord,

New York Janry 1st 1777

Though my Time is exceedingly taken up in making out Pardons for Rebels, who are coming in for them by Hundreds; I cannot omit the Opportunity of Lord Shulldham's sailing without congratulating Your Lordship on the repeated Successes of our short Campaign. Every Particular of Importance Your Lordship will read in the public Dispatches; and therefore I will only say, what is the general Sentiment here, that the Power of the Rebellion is nearly broken, and beyond any apparent Probability of Resource or Recovery. The most intelligent of the Rebels themselves are of this Opinion, as we learn both by intercepted Letters and by other Channels of Communication.

We hope, early in the Spring, to be in Possession of Philadelphia. The Ships, &c in that Harbor, will be an Acquisition to us, if we can save them; but their Destruction will be an irreparable Loss to the Rebels. Their other armed Ships, under Hopkins, are blocked up at Rhode Island: And we have two or three Ships of War at the Mouth of the Delaware. There is Reason to believe, that the Business, at least the hostile Business, will be settled in the next Campaign.

The Remains of the Congress are gone to Baltimore in Maryland. They have sent off their Records, &c into the interior Country.

The Difference in the Appearance of the King's Affairs, and especially the Revolution in the Professions of many Persons in this Country, are both very great. The People of Connecticut, among others, have lowered their Tone; and though their late Advantage in surprizing a Post of Hessians will undoubtedly flush them with a Sort of Triumph (for of all vain Men I believe the People of this Country are the vainest); yet their Satisfaction, as I understand, is likely to be very short-lived, and we may soon expect to hear of their being rewarded with a proper Chastisement.

I have the Honor to be, with the greatest Respect and Truth, My Lord [&c.]

Ambrose Serle

P.S. [Charles] Lee, since his Captivity, behaves with the Meanness of Spirit expected of him.

1. Dartmouth Papers, D(W) 1778/II/1727, Staffordshire County Record Office, England.

ROBERT MORRIS TO LIEUTENANT JOHN BALDWIN, CONTINENTAL SCHOONER  
*Wasp*<sup>1</sup>

Sir

[Philadelphia] January 1st 1777 –

Mr [William] Patterson is now going down to Egg Harbour to take the care and management of your Prizes in that place,<sup>2</sup> and as its probable you may return there from your present Cruize, you are hereby directed on receipt of this Letter to send up immediately a return of the Provisions and Stores that will be wanted to compleat the *Wasp* for a three months Voyage. Send also a List of your men and an account of what Slops and clothing may be necessary if you should be ordered to proceed to Europe. You may heave down the schooner & get her in good order against the return of the Express by whom you make these returns and if you are ordered on the Service mentioned All things necessary shall be Sent you – keep this to yourself until further orders. – Mr Patterson will supply you with money for such expences as arise on the Vessel at Egg Harbour and if more is wanted write us for it. I am on behalf of the Marine Comee [&c.]

R Morris V:P:

1. Marine Committee Letter Book, 48, NA.

2. The prizes were the schooners *Success*, William Compton, master, and *Two Brothers*, Robert Burton, commander, *Pennsylvania Evening Post*, February 1, 1777.

## PENNSYLVANIA

## A Return of the Navel Department belonging to the State of Pennsylvania,

Vessells Names	Caps or Masters	Commissioned										Staff	
		Commadore	Captains	First Lieutenants	Second Do	Third Do	Master	Pilot	Chaplin	Surgeon	Surgeons Mate		
<i>Ship Montgomery</i>	Henry Dougherty Esq	1	1	1								1	1
<i>Putnam Battery</i>	William Brown Esq												
<i>Arnold Battery</i>	Jer: Simmons Esq		1	1	1	1	1						
<i>Congress Galley</i>	Isaac Roach Esq		1	1	1								
<i>Franklin Do</i>	Nathan Boyce Esq		1	1	1								
<i>Effingham Do</i>	H. Montgomery Esq		1	1	1								
<i>Dickeson Do</i>	A. Henderson Esq		1	1	1								
<i>Chatham Do</i>	Geo: Garland Esq		1	1	1								
<i>Hancock Do</i>	Thos Moore Esq		1	1	1								
<i>Warren Do</i>	Thos Houston Esq		1	1	1								
<i>Burke Do</i>	Jams Blair Esq		1	1	1								
<i>Cambden Do</i>	Edwd Yorke Esq		1	1	1								
<i>Bulldog Do</i>	Wm Potts Esq		1	1	1								
<i>Washington Do</i>	Jno McFetrich Esq		1	1	1								
<i>Experiment Do</i>	John Webb Esq		1	1	1								
<i>Ranger Do</i>	John Mitchell Esq		1	1	1								
<i>Convention Do</i>	John Rice Esq		1	1	1								
<i>Schoonr</i>													
<i>Delaware Do</i>	Richd Eyres Esq		1	1	1								
<i>Vesuvius</i>	Jno Christie Esq		1	1									
<i>Aetna</i>	Jno Brice Esq		1	1									
<i>Brimstone</i>	W. Watkins Esq		1										
<i>Terror</i>	Rt Hardie Esq		1										
<i>Porcupine</i>	Rt Tatnell Esq		1										
<i>Sallamander</i>	C. Lawrence Esq		1										
<i>Fame</i>	Jonathan Cowpland Esq		1										
<i>Vulture</i>	Jacob Hance Esq		1										

N.B. This return does not point out the Officers that are Sick on Duty or Absent, Reference must be had to the Respective roles - - -

Lod<sup>k</sup> Sprogell M.M.G. of P.

1. Record Group 4, Office of the Comptroller General, Military Accounts series, Navy, 1775-1794, Pa. Arch.

NAVY LIST <sup>1</sup>

Under the Command of Commadore Seemore to 1st January 1777.

## Officers

## Non-Commissioned

Mrs Mate	Clerk	Steward	Stedwds Mate	Gunner	Gunners Mate	Mr at Arms	Armorer	BoatSwain	BtSwains Mates	ditto's Yeomen	Carpenter	ditto's Mates	Quarter Gunners	Quarter Masters	Yeoman of the Sheets	Cook —	Sergeants	Corporals	Drum & fife	Privates fit for Duty	Sick at Quarters	Sick at Hospital	on Command	Absent with leave	Absent without leave	Total
	1	1	1	1	1	1			1	1		2	1	1		2			1	20	3	1	1	1	1	27
1	1	1	1	1	1			1	1		1	1		2		1				14	3		15	6		24
	1			1				1			1								1	18	7	1	1	4		31
	1	1	1	1	1			1	1		1					1			1	21	5		1	2		29
	1	1		1								1							1	14	4		1		3	22
	1	1		1				1			1								2	27	1		1	3		32
	1	1		1				1			1								2	14	4		5	2		25
		1		1								1							1	12	6		1	8		27
	1	1		1				1											1	13		2	4	9		28
	1	1		1																10	1	2	1	1		15
	1	1		1				1			1								1	13	2		1			16
1	1		1					1							1					8	1			3		12
1	1		1					1		1										11	2	1		5		19
1	1		1					1		1									2	21	2	1	1			25
	1		1					1		1										17		1	2	2		22
1	1		1	1					1	1									1	5	3		1	3	1	13
1	1		1					1		1									1	10			1			11
																				5						5
																				6			1			7
			1																	5	2		1			8
			1																	7			1			8
			1																	5	1		3			9
			1																	7	2		2			11
			1																	4	1					5
																				5	2		1			8

HENRY FISHER TO THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

Gentlemen,

Lewistown, Jan. 1st, 1777.

This will be handed to you by Captn Daniel Murphy, who I gave the command of the armed Barge to, upon her first coming down here, and has behaved very well in that Station, as it now appears to me that she is in some danger of being either taken from us or burnt, is the Reason of my sending her up to you, and as Mr. Murphy has only my word for his Wages, I must beg that you will amply satisfy him, as he has devoted himself to the Service, & been of real advantage to your Trade.

He brings up with him a number of Prisoners out of different Vessels taken by his Majesty's Pirates who were put on Shore here last Night in great Distress. If you think proper to send the Barge back, please to give Captn Murphy a Commission<sup>2</sup> with orders to man her properly, and any service that I can render, shall not be wanting on my side.

Capt. Hallock<sup>3</sup> can inform you something of a very extraordinary Nature respecting our Torsys here. I am in haste, Gentlemen [&c.]

Henry Fisher

1. *Pennsylvania Archives*, 1st series, V, 152-53.

2. Murphy was commissioned to command armed boat *Eagle*, which was the "armed Barge" referred to by Fisher, but the commission was not received until March 1, 1777, *Pennsylvania Archives*, 2nd series, I, 302.

3. Hallock, of the Continental brig *Lexington*, was one of the prisoners landed at Cape Henlopen and sent to Philadelphia in Murphy's boat.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO VICE ADMIRAL RICHARD LORD HOWE<sup>1</sup>

*Roebuck* off Cape Henlopen the

1 January 1777.

My Lord

I should have had great pleasure in informing your Lordship, that the *Lexington* Brigantine of War commanded by Captain Hallock of 16 Guns and 86 men fitted out by the Congress, had fallen into our hands, was it not that her being secure is extremely doubtful: Captain [Thomas] Wilkinson in the *Pearl* fell in with her a few leagues to the Southward of the Capes, and altho' she is an exceeding fast Sailer, Yet from a very strong wind that then blew and being to windward, The *Pearl* overpowered her with sail and came up with her on a Short chase; Soon after it came on to blow so very hard, added to the accident of Staving a Boat, that Captain Wilkinson had it not in his power to take out of her any more of the Prisoners than the Captain and Nine officers, which were replaced by about as many of the *Pearls* Men. They continued together all the remainder of the day, but Lost company in the night in very bad weather, and she has never since been heard of. The *Lexington* had been sent to Cape Francois in October last in Order to Convey Letters to the French Government from the Congress, and also to bring back some Goods the Rebels were in want of as appears by the Captains account and his Orders which together with His commission, by desire of Captain Wilkinson I have the honor to forward to your Lordship.

Captain Hallock informs me that on account of the recommendation he carried with him from the Congress he was exceedingly well received by the Governor



at the Cape, that he Saluted the Fort with 15 Guns and received 7 in return; but that although the Harbour abounded with American trading Vessels he did not perceive they enjoyed any other Priviledges than formerly: He adds that the Governor told him that he daily expected the arrival of a Squadron of Men of War from France, and that he himself saw several Transports arrive with Troops, but could not tell whether it was more than the common relief of the Garrison, or not. Upon being asked if from what he saw and heard, that it was his opinion that the French were about to assist the Americans, he answered, no, that he had not the least Idea of it, but that he was informed that a War between France and Russia was much expected, and that Insurance at the Capes was at 25: P Cent:

I have allowed the Captain to be set ashore on his parole in Order to be exchanged for any officer of the Rank he claims, that either is or may be taken Prisoner from us by the Americans; as well as the other officers.

All the Prisoners that were on board the Ships under my Orders here, that were taken in trading Vessels and were natives of the Country, who did not chuse to enter into His Majesty's Service, I have also Set on Shore upon the promise of the Council of Safety at Philadelphia, to return me the same number when they shall have it in their power; which resolve is also enclosed.

Captain Linzee of the *Falcon* has just informed me that an Armed Brigantine, which he has reason to believe is come from Cape Francois, in attempting, a few nights ago to push into the Delaware thro' the Cape May Channel ran ashore upon one of the Shoals and to all appearance will be entirely lost. I have the honor to be &ca &ca &ca

A S Hamond

P.S. The *Pearl* did not join me early enough for me to comply with your Lordships commands Signified in your Letter of the 14th of last Month, Respecting the Capes of Virginia, and as I conclude Captain [Hyde] Parker [Jr.] is long ago upon that Station; It is now, I apprehend, become unnecessary.

I learn from all the Prisoners I have taken that they had the fullest confidence that the Men of War would not be able to guard the Delaware at this late Season, on which account most of the Vessels in the West Indies had Orders to attempt getting in there, for which reason I intend staying at least a week or Ten days longer than I otherwise should have done, and wish it possible that it might not be left without one Ship at Least all the Winter.

A.S.H.

The Right Honble the Lord Visct Howe  
Vice Admiral of the White &ca &ca &ca New York

1. Hamond Letter Book, March 1776–December 1777, UVL.

#### MASTER'S LOG OF H.M.S. *Roebuck* <sup>1</sup>

January 1777  
Wednesday 1st

Cape May SBE $\frac{3}{4}$ E 1 Mile  
A M at 7 The *falcon* Sail'd, at 8 Made her Signl to Return  
First part Fresh gales & fair Latter Squally & Rain P. M.  
at 1 saw a sail in the Offing at 3 Made the Signl to pre-  
pare to sail & soon after Weigh'd & made sail at 7 Fired

Several Guns at a Schooner & Brot too She prov'd to be  
from Cape Nichola Mole with Molasses & Sugar <sup>2</sup>

1. PRO, Admiralty 52/1965.

2. Schooner *Friendship*, Daniel Rhodes, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF H.M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE <sup>1</sup>

January 1777

Wednesy 1st

At single Anchor under C. Henlopen

At ½ past 7 AM Weigh'd & came to sail pr Order under single reef TS Jib, staysails & Courses. At 9 the *Roebuck* made the Signal to call in all Cruizers. Tkd Ship & bore away for Cape Henlopen Shorten'd Sail. At ½ past 10 Came too in 6½ fm under C: Henlopen with the small Br veer'd a whole Cable SEbS¾ Et 4 Miles.

Fresh breezes & hazey Wr At 2 PM Weigh'd & came to sail pr Signal. Gave Chace to a Sail in the SE Qr The sail got under C: May in too shoal Water for us to follow. Tkd Ship & stood for C: henlopen. At 4 The *Roebuck*, 2 brigs & Schooner (Prizes) got under way. The *Roebuck* put them under our Convoy for N: York. At 5 fired a 6 Pounder & made the signal for the Convoy to Anchor. One of the Brigs parted Company. At ½ past 9 Anchor'd with the Bt Br in 7 fm veer'd ½ a Cable Lt house SWt Anchor'd also the Brig & Schooner. Sent the Acting Lieutenant on board the *Kitty* Brig the Lieutenant returned Found the Ship drive, gave her more Cable. Lost a Deepsea Lead & part of the Line by the Ships Driving.<sup>2</sup>

1. PRO, Admiralty 51/336.

2. *Falcon* delivered the *Kitty* and the schooner prizes at Sandy Hook on January 9, and returned to Delaware Bay, where, on January 19, she "Sent the Master with the Longboat to Land the Prisoners of the *Kitty* Brig," PRO, Admiralty 51/336. *Kitty* had been taken by Linzee on December 31, 1776. She was from Cape François, Samuel Nicholls, master, with a cargo of molasses, rum and dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

WILLIAM HOOPER TO JOSEPH HEWES <sup>1</sup>

[Extract]

My dear Hewes

Baltimore Jan'y 1. 1777

I was favoured with two letters from you by Capt Alton. I lament your hard fortune, and unless some measures are immediately taken to prevent the infamous practices of the Privateers, America will soon be in a state of general confusion – One Part warring against another, and the defenceless Southern colonies become a devoted prey to their more formidable Eastern neighbours. I laid your letter relative [to] the Capture of the Brig *Joseph* before the congress without any embellishment or reserve.<sup>2</sup> The New England Gentlemen, felt the force of the Imputation but considered it as too general. I have an order that our President should write the President and Council of Masstts requesting to make an immediate enquiry after the Vessell and the Pirates who have taken her, secure her

and them, & report immediately to congress -- I have also procured a reference of your letter to the marine Committee, who I hope will take some spirited resolves to avenge the Injury done you and to prevent the repetition of such unjustifiable depredations. [Robert] Morris is not here, but I have requested him in a letter which I wrote him yesterday inclosing yours to correspond with me upon the subject and exert his utmost endeavours to interest Congress in favour of your Application -- by a publick epistle to our H<sup>on</sup>ours -- This is all which can be done at present, when I hear more particularly from you I shall prosecute every expedient to improve such information to your benefit.

The Congress upon Part of G Howes' Army advancing within 9 Miles of Cooper's ferry, by the advice of [Thomas] Mifflin and [Israel] Putnam removed to this dirty infamous extravagant hole, where with all possible Oeconomy we live at the rate of 50/ per day, Every necessary of life being double what they cost us in Philadelphia -- & before we left that everything was enormous --

1. Bamberger Autograph Collection, NJHS.

2. The *Joseph*, Emperor Moseley, master, returning from a voyage to Spain, had been illegally seized by the Massachusetts privateer schooner *Eagle*.

#### ADVERTISEMENT OF SALE OF BRITISH PRIZE SHIP *Lydia* AND CARGO <sup>1</sup>

Baltimore, Jan. 1, 1777.

By Virtue of a Decree of the Honourable Court of Admiralty of the State of Maryland, will be Sold at Public Vendue, for Ready Money, at the House of Capt. Thomas Elliot, at Fell's Point, on Thursday the 9th Day of January instant, at Ten o'Clock in the Forenoon.

The Ship *Lydia*, lately made Prize of by the *Harlequin* Privateer of Baltimore, commanded by James Handy, Esq; Burthen about Two Hundred Tons, Philadelphia built, of Live Oak and Cedar, five Years old, a remarkable fast Sailer, a handsome Ship, well found in every Particular, and may be sent to Sea at a very small Expence. An Inventory of her Materials may be seen at the Subscriber's . . . . Same Day will commence the Sale of the Cargo of said Ship, consisting of One Hundred and Sixty eight Hogsheads and Thirty Tierces of Sugar, Dry Hides, Cotton, Indigo, Tortoise Shell, Pimento, &c.

David Stewart, Marshal.

N.B. The Marshal will prefer Continental or Convention Currency to any other Money.

1. *Maryland Journal*, Baltimore, January 1, 1777. See illustration page 840.

#### MARYLAND COUNCIL OF SAFETY TO GEORGE WELLS <sup>1</sup>

No 80

Sir Herewith you will receive the Balance of your Accot for Row Galley No 1. -- Likewise an advance of four hundred Pounds to go with No 2. -- both which vessels, you must recollect, ought by your Agreement to have been finished by the 30th of October Last. -- therefore double diligence is certainly now necessary to forward the other, with all expedition, which we hope, and trust you will do. --

Nums. 160.

THE  
**MARYLAND JOURNAL,**  
 AND  
**BALTIMORE ADVERTISER.**

WEDNESDAY, JANUARY 1, 1777.

(Vol. IV.)

*Baltimore, Jan. 1, 1777.*

By Virtue of a Decree of the Honourable Court of Admiralty of the State of Maryland, will be SOLD at PUBLIC VENDUE, for Ready Money, at the House of Capt. Thomas Eliot, at Fell's Point, on Thursday the 9th Day of January instant, at Ten o'Clock in the Forenoon,



THE Ship LYDIA, lately made Prize of by the Harlequin Privateer of Baltimore, commanded by James Handy, Esq; Borthen about 220 Tons, Philadelphia built, of Live Oak and Cedar, five Years old, a remarkable fast Sailer, a handsome Ship, well found in every Particular, and may be sent to Sea at a very small Expence. An Inventory of her Materials may be seen at the Subscriber's. . . . Same Day will commence the Sale of the Cargo of said Ship, consisting of One Hundred and Sixty eight Hogheads and Thirty Tierces of Sugar, Dry Hides, Cotton, Indigo, Tortoise Shell, Pimento, &c.

DAVID STEWART, Marshal.

N.B. The Marshal will prefer Continental or Convention Currency to any other Money.



We observe a Quantity of Rum charged for the Workmen, but think it would be better to ascertain how Much is required, or given to each particular. – A Captain is appointed to the Galley,<sup>2</sup> who will order, and direct her Mast-ing and are &c.

[Annapolis] January 1st 1777.

1. Council of Safety Letter Book, No. 2, Md. Arch.

2. Thomas Walker to the galley *Baltimore*, Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

THOMAS SHORE TO CAPTAIN CHARLES THOMAS<sup>1</sup>

Sir,

Petersburg 1st Jany 1777.

In conformity to The Hble Board of Commissioners, I have purchased the Sloop *Agatha* & am requested to have her fitted out for a Trading Voyage wh all expedition, must therefore intreat of you to furnish Capt Rob Elam who has her in charge, with such necessary Cordage & Rigging as he may think proper to direct with the greatest despatch & much Oblige Sir [&c.]

Tho<sup>s</sup> Shore Agent

1. Public Rope Walk Papers, 1777, VSL. Thomas was superintendent of the ropewalk at Warwick, Virginia.

2 Jan.

JOURNAL OF THE NEW HAMPSHIRE COUNCIL<sup>1</sup>

[Exeter] Thursday, January 2d 1777 –

Vote for a Ship now lying at Portsmouth to have leave to sail on a Voyage to the West Indias on condition of a Bond being given by the owners to bring back a Cargo of such Articles as the Court shall direct and give the State the refusal thereof bro't up read and Concurred –

1. Council Records, Council Book VII, 1776–1778, 128, 129, N. H. Arch.

PETITION OF JACKSON, TRACY & TRACY TO THE MASSACHUSETTS  
GENERAL COURT<sup>1</sup>

To the honble the Council & the honble House of Representatives for the State of Massachusetts Bay –

Humbly shew the Subscribers of Newburyport Merchants, that they were preparing a Vessell for the Sea, when the late Prohibition took place – a Brign named the *Lady Gates* Maddatt Engs Master – designed for Charlestown So Carolina there to load with Rice, for foreign Europe – from the produce of which Vessell & Cargo they purpose to bring back here, in another Bottom, in military Stores, coarse Woollens & Linnens, & other Articles yet much wanted for the Army & by the Country in general – Should your Honours judge, as your Petitioners conceive, the abovementioned purposes, well worth pursuing for the Good of the Community, & that our Navigation upon this Coast, is at the present season freest from British Captures, your Petitioners beg your honours Permit for their Brign to proceed as abovementioned the present Embargo notwithstanding, & your Petitioners as in duty bound shall ever pray



Newburyport 2d Jany 1777.

Jackson Tracy & Tracy

[Endorsed] In the house of Represents Janry 7 - 1777 Read and Committed to the Comtee on Similar petitions Sent up for Concurrence J Warren Spkr In Council Jay 7, 1777 Read & Concurr'd Jn<sup>o</sup> Avery Dpy Secy [Second endorsement] The Committee of both Houses on Similar Petitions, Report that the prayer of the within-Petition be granted provided they Carry none of the enumerated articles nor Rum

John Taylor Pr order

1. Mass. Arch., vol. 182, 21.

PETITION OF ISAAC FOX TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Honourable the House of Representatives for the State of Massachusetts Bay and the Honble The Council for said State

The Petition of Isaac Fox late Commander of the Brigantine *Active*, taken and brought in by the Ship *Alfred* in the Service of these States in behalf of himself and Crew consisting of Nine persons -

Humbly sheweth

That he was taken by the sd Ship and sent into Bedford, that it has been proposd for him and Crew to be ascertained in a Cartel for the exchange of Prisoners, that they are not yet desirous of leaving this State but would choose rather to be at Bedford under the Care of the Committee of that Town if it is agreeable to this Honourable Court. Your petitioner went into Bedford in his own Vessell and has a permit to come to this Town after his Crew which are brought in here in the *Alfred*, They mean to travel to Bedford at their own Expence without any manner of Charge to this State

Your Petitioner therefore intreats this Honble Court would be pleased to take this petition into Consideration and grant a permit for him self & Crew two of which are Apprentices to him to pass to Bedford and there rest under the Care of the Committee for sd Town, and he as in duty bound will pray -

Boston January 2d 1777 -

Isaac Fox

[Endorsed] In Council Jany 2d 1777 Read and Sent down

Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 182, 22, 23.

ARTICLES OF AGREEMENT BETWEEN THE MASSACHUSETTS BOARD OF WAR AND  
EMANUEL MICHAEL PLIARNE <sup>1</sup>

Articles of Agreement made and enter'd into this second day of January One thousand seven hundred & seventy Seven between the Board of War of the State of Massachusetts Bay, in Behalf of said State on the one part, & Emanuel Michael Pliarne now resident in America, for himself, his Heirs, Executors, & Assigns on the other Part -

Witness -

That the said Emanuel Michael Pliarne for Considerations hereafter mentioned, promises to & agrees with the said Board of War & their Successors in said Office, in Behalf of said State, that upon the Arrival of the first Vessells belonging to the said Board at Nantes in France, the said Emanuel Michael Pliarne shall advance and ship, agreeable to the Orders of said Board any warlike Stores or other Articles to the Amount of Eighty Thousand Pounds Sterling; that the said Emanuel shall give all possible Assistance and Dispatch by his Friends & Correspondents in the different Ports & Harbours, that any of said Vessells may arrive at, & if possible will obtain such Insurance as the said Board of War shall direct

It is understood that upon the Arrival of the first Vessel which shall be employed by the said Board of War, in Behalf of said State, at Nantes, the said Michael Pliarne shall begin to execute his Part of this Contract, & shall load back as fast as possible her, & every succeeding Vessel, which the said Board of War shall order to return, & with such Articles as the said Board shall direct, untill they have advanced to the Amount of the said Eighty Thousand Pounds –

In Consideration whereof, the said Board of War for themselves & their Successors in said Office, & in Behalf of said State, do hereby promise & agree to and with the said Emanuel Michael Pliarne his Executors, Administrators or Assigns

1st That they will with all possible Dispatch, purchase Vessells & Cargoes, which they judge will best suit the European Markets, or will send Vessells to the Southern States of this Continent, & there purchase fit Cargoes for said Vessells, & them carry to a European Market –

2dly That the proceeds of said Cargoes shall be lodged in the Hands of Jacques Gruel & Company Merchants at Nantz in France, till they have received the full Amount of the said Eighty thousand Pounds, unless the said Emanuel Michael Pliarne should chuse to receive here any part thereof in the Currency of this State, at the Rate of One hundred thirty three pounds six Shillings & Eight pence, for One hundred pounds Sterling, except so far as the said Board may not have invested of the above Eighty thousand Pounds for the purposes aforesaid –

3dly That the said Emanuel Michael Pliarne shall have Liberty to purchase any Vessells or Cargoes, & have all the priviledges of sending them to Sea as the said Board of War, so far as they shall be purchased in part of the Eighty Thousand pounds aforesaid –

4thly That the Vessells & Cargoes sent to Europe shall be directed & consigned to the Houses appointed by the said Emanuel Michael Pliarne, which Houses shall have full Leave to send the Vessells & Cargoes to any Markets in Europe, which they shall judge most advantageous for the said Board in Behalf of said State –

5thly That all the Vessells sent to the Southern States of this Continent by the Board of War, for the purposes aforesaid, shall be under the Direction of the said Emanuel M Pliarne, (so far as relates to assisting, forwarding & dispatching), or his Correspondents, & in Case the said Vessells & Cargoes shall not be consigned to him or them, he or they in his Behalf shall have Right to ship in any such

Vessells, a proportion of the Cargo not exceeding six Tons upon One hundred, freight free

6thly The Board of War for Said State agree, that the said Emanuel Michael Pliarne for transacting the Business aforesaid shall be intituled to such Commission upon said Business, as is customary in the several ports where transacted –

7thly That the Accounts between the Board of War & the said Emanuel M Pliarne shall be examined at the Expiration of every six Months, & then, or as soon after as possible adjusted – In Witness whereof Emanuel Michael Pliarne in Behalf of himself his Heirs Executors Administrators or Assigns; and the President of said Board of War, in Behalf of this State, have interchangeably set their Hands & Seals the day & Year first above written –

Signed sealed & delivered

E Pliarne

in presence of NB It is understood by the 3d Article that the Board of War  
John Pitts will purchase any Vessels Mr Pliarne shall want & provide  
Caleb Davis Cargo's for them, as well as furnish him with Money for such  
Vessells & Cargo's as he shall chuse to purchase himself –

1. Mass. Arch., vol. 292, 1–40.

*Independent Chronicle*, THURSDAY, JANUARY 2, 1777

Boston, January 2, 1777.

Captain William Dennis, in the Privateer *America*, belonging to Connecticut, has taken a Brig, called the *Countess of Eglington*, of 160 Tons, from Scotland, bound to the Ministerial Army at New-York, and sent her into a safe Port. Her general Cargo is as follows, viz. 57 Bales, 110 Boxes, 34 Casks, 2 Chests, and 5 Trunks of Haberdashery, containing the following Articles, viz. 368 Yards printed Linnen, 1223 Pounds Wrought Leather Shoes; 4513 Pounds green Glass Bottles; 39 Barrels and 2 Tierces Strong Ale; 6797 Pounds Tallow Candles, 2400 Weight of refined Sugar; 67,028 Yards British Bounty Linnen; 7421 Yards Irish Linnen; 4488 Yards British stripped and checked Linnen; 207 Firkins Butter; 126 Gallons Portugal Wine; 210 Bundles Iron Hoops, &c. &c.

We hear that the 13 Sail of Transports, which lately sailed from Newport, are bound to the East End of Long-Island, for Wood, and that no Troops have yet embarked from that Place, as has been reported.

Some Time last Week, a large Ship, supposed to be one which the *Alfred* Frigate has lately captured, ran into Newport (she not knowing that the Enemy was in Possession of that Place) and was made a Prize of <sup>1</sup>

On Friday last, arrived in this Harbour, a large Snow, taken by Captain Jones, in the *Alfred*, in the Service of the United States: she was retaken by a British pirate Frigate, and afterwards by a Privateer belonging to this Town.

Captain Henry Friend, who was lately captured in a Sloop, coming from Newbury to this Port, by the *Milford* Man of War, and carried into Halifax, was set at Liberty soon after he arrived there, with Leave to proceed Home, which he embraced. But before he left Halifax, he had the good Fortune to meet with a Brig, laden with Flour, &c. and the Crew going on Shore, and leaving him in said Vessel, with a Number of Men he then engaged for that Purpose, took this Op-

portunity to make Retaliation for the Injury done him, by bringing off the Brig, and her Contents, with which he is safe arrived in Newbury-Port.

Two Prizes are taken by a Privateer from this State, and carried into Cape-Ann. – One of them has on board upwards 1500 Firkins of Butter, &c. and was from England bound to Gibraltar, for the Supply of the Garrison there.<sup>2</sup>

1. Ship *Betty*.

2. Prizes were ship *George*, Thomas Brockway, and schooner *Hawk*, Thomas Sheeby, taken by the privateer *Union*, Captain Isaac Somes, *Continental Journal*, January 9, 1777.

*Continental Journal*, THURSDAY, JANUARY 2, 1777

Boston, January 2.

The Honorable Nathan Cushing, Esq; is appointed judge of the Maritime Court, for the Middle District, in the Absence of the Honorable Timothy Pickering, Esq; who set out from this Town Yesterday Morning, to join the Forces of the United States of America.

Arrived in York River, in Virginia, the Sloop *Jane*, Booker, Schooner *Success*, Hill, and Schooner *Rambler*, Buffington, all from St. Eustatia, with 600 Casks of Gunpowder, considerable Cargoes of Salt, Cordage, and dry Goods.

*Massachusetts Spy*, THURSDAY, JANUARY 2, 1777

Worcester Jan. 2.

By a Gentleman from Portsmouth, we are informed, That last Thursday a tender belonging to the *Milford*, formerly an American privateer, and commanded by Capt. Burk [William Burke], took a sloop belonging to Portsmouth, having on board, wood, potatoes, &c. After they had taken out as many of the articles on board as they saw fit, they burnt the sloop. The next day a violent storm arising they were in danger of being driven on the North ledge off Portsmouth harbour. The storm increasing, the Capt. of the tender desired the Master of the wood sloop to take the direction of the vessel, which he at first refused, but the danger increasing, the Capt. persisted in his demand that the said Master should take the helm, and gave him leave to conduct the vessel into what harbour he pleased, which was complied with, and the said tender piloted into Portsmouth harbour. She was laden with, provisions, from Halifax, had on board 44 hands, and 5 officers.<sup>1</sup>

1. Tender *George*, formerly Washington's schooner *Warren*.

BRIGADIER GENERAL WILLIAM WEST TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Hond Sr

I am Informed by Two Persons that Made their Escape Last night About 8 oClock from the Ship that Lays now A Ground that She is the *Dimond* of Thirty Six Guns and Two hundred & Twenty Men Commanded by Capt [Charles] Fielding, and as they are Persons belongs To the Country & have been In the service Untill Unfortunatly Taken and are Still Willing to Enter In our Ships to make An Attack upon the Aforesd Frigate I Would Recomend that the Boat they made Their Escape In, be Aprais'd & Give them The Value of her, for your



farther satisfaction In this Matter have Sent them to you for Examination. In the Mean Time Remain [&c.]

Camp Bristol Jan'y 2. 1777 –

William West

1. Letters to the Governor, vol. 9, 1776–1777, R. I. Arch.

JOURNAL OF H.M.S. *Centurion*, CAPTAIN RICHARD BRATHWAITE <sup>1</sup>

January 1777

Moored in Narraganset Bay

Thursday 2d

AM at 8 Saw the *Diamond* aground at the entrance of Providence Passage. Loos'd the Courses & Staysails, got up Top Gallt masts. Sent the Barge to the *Diamond* & the Cutter to fill water at 12 the barge returned.

Modt & fair Wr PM at 1 Sent the Longbt to the Assistance of the *Diamond*. at 3 Sent likewise the Barge, which retd at 5. at 4 Saw a Sloop coming down from Providence.<sup>2</sup> at 5 the Rebels began to cannonade the *Diamond* from the Main at the Entrance of the Passage to Providence & the Sloop came to Anchor within & began to fire upon her, at 5 loosed the Topsails & fired 2 Guns as a Sigl for the other Ships of War, to send Assistance to the *Diamond*, Dispatched the Barge to the *Diamond*, & the Cutter to the *Asia* & *Experiment* at 7 handed the Topsails.

1. PRO, Admiralty 51/177.

2. Continental sloop *Providence*.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. <sup>1</sup>

January 1777 –

Sandy Hook N: 19W Distance 69 Leag[ues]

Thursday 2d

at 7 AM up Topgt Mast made Sail & gave Chace to a Vessel to the NEt at 8 Spoke the Chace the Brig *Ranger* that had been taken by the Rebels, sent a Midshipman & four Men onbd & brought onbd four Rebels

1. PRO, Admiralty 51/694.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO JOHN HANCOCK <sup>1</sup>

[Extract]

Philada Jany 2d 1777

The Enemies Ships still remain in our Bay & we fear they will do immense damage by intercepting numerous necessary supplies, Capt Hammond has discharged 47 Prisoners in consequence of Mr Morris's letter to him, part of them are come up & Mr [Davis] Bevan with the rest are on the Road when he arrives we shall know the terms on which they have been dismissed. The *Randolph*, *Hornet* & several other Vessells still remain at the Piers waiting some favourable opening to push out . . .

Robt Morris Geo Clymer Geo Walton

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 57–60, NA.



MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] January 2nd, 1777.

*Resolved*, That the widow of John Sherer, deceased, be allowed half pay from the time of said Sherer's decease until the first day of June next, when the Council will give further directions in the premices.

(N.B. The above mentioned John Sherer belonged to the *Congress* armed Boat, & died the 8th July, 1776.)

1. *Pennsylvania Colonial Records*, XI, 72.

ANDREW SNAPE HAMOND TO CAPTAINS THOMAS WILKINSON, R.N., AND  
JOHN LINZEE, R.N. <sup>1</sup>

By Andrew Snape Hamond Esquire  
Captain of the *Roebuck* and Senior officer  
of His Majestys Ships employed in  
the River Delaware

Having reason to believe the communication by the Delaware with the Town of Philadelphia from the State of the weather will soon be entirely prevented; It is therefore my intention to remain cruising off this River with the Squadron under my command in order to prevent supply's getting in, as well as to prevent their Armed Vessels now fitted out at Philadelphia from putting to Sea, untill the 10th instant, after which, I shall proceed Southward to the Island of Antigua: Should therefore any accident happen to separate us before that time; You are hereby directed to cruize with His Majesty's Ship under your command in the Trail of the Vessels coming from the West Indies, in such manner, and for so long a time as you shall judge necessary; taking care if possible to be at English Harbour by the end of this Month in Order that the *Pearl* may be hove down and refitted.<sup>2</sup>

It is recommended that all possible caution is used to prevent the Rebels from being informed of the movement of His Majesty's Ships, and in Case of making any Captures, that they may in future be sent to the Island of Antigua.

Given under my hand on board His  
Majesty's Ship the *Roebuck* in Cape  
Henlopen Road the 2d January 1777 –  
A. S. Hamond

To Captains Wilkinson & Linzee commander[s] of His Majesty's Ship[s] the  
*Pearl & Falcon*

[Note] This order is not to be open'd but in case of separation. –

1. Hamond, Orders issued, 1776–1777, UVL.

2. This date Hamond sent similar orders to Captain George Keith Elphinstone, H.M.S. *Perseus*, to join with H.M.S. *Camilla* and "cruise together off the Coasts of the Southern Colonies, particularly off the Barr of Charles Town to prevent supplies getting to the Rebels and for the purpose of intercepting their Armed Vessels," Hamond, Orders issued, 1776–1777, UVL.

JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Baltimore] Thursday, January 2, 1777

The Secret Committee having informed Congress that the *Lexington* was arrived at the port of Baltimore, with a number of sailors prisoners and a French gentleman, who was come to offer his service to Congress,

*Resolved*, That the Marine Committee be directed to take into consideration the case of sailors taken prisoners, and report thereon to Congress:

That the French gentleman, arrived in the *Lexington*, be referred for examination to General Gates.

*Resolved*, That Mr. [Jonathan D.] Sergeant and Mr. [Oliver] Wolcott be added to the Marine Committee, in the room of the members from New Jersey and Connecticut, who are absent.

1. Ford, ed., *JCC*, 9-10.

COMMITTEE OF SECRET CORRESPONDENCE TO CAPTAIN LARKIN HAMMOND<sup>1</sup>

Sir

Baltimore, 2 Jan'y 1777

You are to proceed with all the dispatch in your power with the schooner *Jenifer* under your Command to Nantes in France; on your arrival there, you are to apply to Mr Thomas Morris, if he should be at that Port; if he should not, your application must be to Messrs Pliarne, Penet, & Co, who will furnish you with necessary Cash for your Journey to Paris, for which place you must set out immediately, and deliver your dispatches to Messrs Deane, Franklin and Lee, & wait their orders; when they discharge you, you are to return with the utmost diligence to America, and put into the most convenient Port to the Southward of the Delaware; we think Chincoteague or some other on the back of the Eastern Shore the most likely for avoiding Men of War, and would therefore have you attempt getting into one of those Ports; when arrived, you must leave the Schooner under the Command of your Mate, and bring the dispatches yourself to Congress, wherever it may be sitting.

You are, before you set out for Paris, to consult with Mr Morris or the above Gentlemen, whether your vessell will not be most likely to escape the enemy by sending her to some other Port to meet you on your return; if this should be their opinion, you are to give orders to your Mate accordingly; you are also to deliver your Pigg Iron to the order of those Gentlemen, and take from them such a quantity of Military Stores as will ballast your vessell – The safe delivery of the dispatches, with which you are intrusted & the obtaining answers to them, are matters of such immense consequence to the Continent, that we can not too strongly recommend to you the avoiding all vessels that you may see, either outward bound or on your return – You are also to avoid as much as possible falling in with Headlands and Islands, as it is most usual for Men of War to cruise off such places –

The Dispatches will be delivered to you in a Box, which you must put into a Bag with two Shots, that, in case of falling in with an enemy, from which you cannot escape, you may be prepared to sink them, which on such an event's

happening, we earnestly insist on your doing – We wish you a good Voyage and safe return and are [&c.]

B. Harrison R. H. Lee

P.S. When you arrive at Nantes, enquire & get directions from the Gentlemen there to whom you are recommended, for Cash to carry you to Paris, where Dr Franklin, Mr Deane, or Mr Arthur Lee lodge in Paris, and above all things take care not to let it be known at Nantes, from whence you come, your business, or where you are going, except to the above Gentlemen –

1. Papers CC (Letters of the Committee for Foreign Affairs, 1776–83), 79, vol. I, Appendix, 15–16, NA.

### JOHN HANCOCK TO ROBERT MORRIS <sup>1</sup>

[Extract]

Baltimore Jan'y 2d 1777.

I am this Minute informed by Captain [Abraham] Boyce of the Marines, who was on Board the *Lexington*, that she was taken by the *Pearle* Frigate off the Capes of Delaware. The Weather proving extremely bad, only seven Hands were put on Board. In Consequence of which the *Lexington's* Crew rose; and having taken Possession of her, have brought safe into this Harbour. She is loaded with Powder, Arms, & dry Goods. I shall order her to be immediately unloaded, & dispatch her as fast as possible.

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 11–12, NA.

### LIBEL FILED IN MARYLAND ADMIRALTY COURT AGAINST THE PRIZE SLOOP *Fame* <sup>1</sup>

January 2, 1777.

Port of } To all whom it may concern, Notice is hereby given, that a Court  
Baltimore. } of Admiralty will be held, at the Court-House in Baltimore-Town,  
on the 23d Day of January Instant, at ten o'Clock in the Forenoon, then and  
there to try the Truth of the Facts alledged in the Bill of the Captain,<sup>2</sup> Officers,  
Mariners, and Marines, of the private Schooner of War called the *Enterprise*,  
who as well in Behalf of themselves as the Owners of the said Vessel, against the  
Sloop *Fame*, her Tackle, Apparel, Furniture, and Cargo, &c lately commanded by  
a certain Nathaniel Barnard; to the End that the Owner, or Owners of the said  
Sloop and her Cargo, or any Person concerned therein, may appear and shew  
Cause (if any they have) why the same should not be condemned, according  
to the Prayer of the said Bill.

William Gibson, Register

1. *Maryland Journal*, Baltimore, January 8, 1777.

2. Captain James Campbell. The *Fame*, with a cargo of salt and dry goods, had been captured by H. M. S. *Galatea* and retaken by Campbell, Admiralty Court Papers, 1776–1781, Box 1, Folder 7, Md. Arch.

### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Thursday 2d January 1777. –

Lieutenant Laban Goffingan at present the Commanding Officer on Board the Sloop *Scorpion* received Orders to Proceed with his Vessel to Fredericksburg and

apply to Mr James Hunter jr of Fredericksburg for a Quantity of Goods belonging to the Public which he is to take on Board and bring to Queens Creek and wait on the Board for further Instructions. And It is also Ordered that he Land what Wood and Water he may have at Present on Board his Vessel more than sufficient for this Trip in the Warehouse at Gloucester Town.

John Archer is recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed second Lieut of the Sloop *Scorpion* in the room of William Ivey who is recommended as first Lieut of the Sloop *Liberty* —

Ordered that a Warrant Issue to Lieutenant Joel Sturdivant<sup>2</sup> for One hundred & Twenty Pounds, upon Account, to recruit Seamen for the use of the Navy, who gave Bond for his faithfully applying the said Money & rendering a just & true Account thereof when required

1. Navy Board Journal, 149–50, VSL.

2. Commanding the galley *Manley*.

*South-Carolina and American General Gazette*, THURSDAY,  
JANUARY 2, 1777

Charlestown, January 2.

We hear from Georgia, that a small armed vessel, commanded by one Kebly, and fitted out at Augustine, lately came into an Inlet near Sunbury, under Pretence of being a trading Vessel from Cape Francois, and decoyed Capt. Woodruff, Commander of a Row Galley stationed there, and two of his Crew on board. They afterwards landed some Men on Sapello, and robbed Mrs. Mackay's Plantation of several Negroes, &c. The Deceit being discovered, the Alarm was given, and a Party of the Row Galley's Crew, landed, pursued them, and took 7 of them prisoners. The Pirate, finding she was discovered, put out to Sea, but not without receiving several Shot from the Galley, from which, having a favourable Wind, she soon got clear.

Three Prizes (two Schooners and a Brig) taken by the Northern Cruisers, have arrived here since our last.

### 3 Jan.

#### PETITION OF WILLIAM THOMPSON TO THE MASSACHUSETTS GENERAL COURT<sup>1</sup>

To the Honourable the Council & Honourable House of Representatives of the State of Massachusetts Bay in general Court Assembled

The Petition of Wm Thompson late adventurer in the Brigantine *Lively*  
Nichs Martindale Masr  
Humbly Sheweth

That he was bound in said Vessel from Air in Scotland to St Johns Newfoundland but that on the 29th of Octr last he was taken by Saml Tucker & Jno Skimmer being then in Sight of the land near St Johns. That as soon as said Vessel was Mann'd Was ordered to Boston where she arrived on the 13th of Novr last. —



That your petitioners native place is near the Port of Whitehaven in Ould England and there having a family to Support whose whole dependence is on him and who must Inevitably come to want without his assistance

He Humbly prays your Honours in your known wisdom & goodness would be pleased to grant him liberty to depart for Ireland with Capt McDonald whose Vessel is now laying at Plymouth. And as in duty bound shall ever pray &c.

[Boston, January 3, 1777] <sup>2</sup>

William Thompson

1. Mass. Arch., vol. 182, 16–17.

2. An approximate date.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Friday January 3d 1777

Warrant on the Treasury for Fifty six pounds eight shillings to John Ayres Commander of the *Lynch* Cartel Schooner to pay ten Men and a pilot to Navigate said Vessel to New York and back again Signed by fifteen of the Council.

Warrant on the Treasury for Fifty six pounds eight shillings to Daniel Waters Commander of the *Lee* a Cartel Vessel to pay ten Men on [*sic* and] a Pilot to Navigate said Vessel to New York and back again — Signed by fifteen of the Council <sup>2</sup>

1. Mass. Arch., vol. 20, 149, 150–51.

2. Neither the *Lynch* nor the *Lee* was used as a cartel because of the “refractory disposition of the Men and their unwillingness to go to New York that it was judged unsafe to send them that way.” See Journal of the Massachusetts Council, January 4.

#### MASSACHUSETTS BOARD OF WAR TO SAMUEL ARNOLD <sup>1</sup>

War Office,

Sir

Boston Jany 3d 1777

You being Master of the Schooner *Edward* charter'd by the Board of War, your orders are to proceed direct for Baltimore, where you are to dispose of your Rum & Sugar, for the most you can obtain; purchase a Load of Good Common Flour, with the Addition of Six Tons of Pig, & Six Tons of Barr Iron, & come home.

If any Ballance should remain after purchasing your Cargo, you will leave it in the Hands of Messrs Saml & Robt Purviance Merchts there taking their Receipt to whom you will also apply for the Pig Iron, who will ship the Same on board your Vessel on Account of this State. —

You will run for Nantucket shoals, then make the first harbour you can and if upon enquiry you can learn that the Harbour of Boston is safe & free from the Enemy, you will make the best of your way for it or otherways give notice of Your Arrival to the Board by Express We wish you a good Voyage.—

By order of the Board J Warren Presd

[Endorsed] Boston Jany 3d 1777 I acknowledge the above to be a true Copy of the orders I have rec'd from the Honble Board of War, and promise to obey the same.

Samuel Arnold

1. Mass. Arch., vol. 151, 397, Letters from the Board of War, 1776–1780.



MASSACHUSETTS BOARD OF WAR TO JOSHUA BARTLETT <sup>1</sup>

War Office,

Sir,

Boston Jany 3d 1777

You being Master of the Schooner *Elizabeth*, charter'd by the Board of War, it is their Direction that you embrace the first Wind and sail for South Carolina or Georgia and their dispose of the Cargo at the best price you can obtain, then load the Vessel with Rice, and if you have any Money more than sufficient for that lay it out in good Sole Leather, Raw Hides, or Deerskins, & return with all speed to this State. We wish you a good Voyage. —

By order of the Board J Warren Prest

[Endorsed] Boston Jany 3d 1777. I acknowledge the above to be a true Copy of the orders I have rec'd from the Honble Board of War, and promise to obey the same.

Joshua Bartlett

1. Mass. Arch., vol. 151, 398, Letters from the Board of War, 1776–1780.

COLONEL JOHN WATERMAN TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Hond Sir

Warwick Head Quarters Janry 3rd 1777

I have the misfortune to Inform you that the Ship <sup>2</sup> which was aground yesterday, floated this morning at 3 oClock and fell down about 2 miles from the neck which was a great mortification as we were that Instant throughing up a brest work to play on her with our field Eighteen pounders, as we had done the Evening before which am Confident did her much Damage, had the Gallies Came Down yesterday as I Expect[e]d they would, She might have been taken with all the Ease Imageneable, never was nor perhaps never will be again such a Prospect of Captureing a man of War in this Bay, it Greves me to the heart, to think after so much pains and fateague, Could not have the proper Assistance, from the Gallies, which I am Informd your honour ordered Down, which matter of their neglect I beg may be Enquired Into, as nothing Could have more Incourged the troops had the Ship been taken — I am Sr with the Greatist Esteem [&c.]

John Waterman Colo —

1. Letters to the Governor, vol. 9, 1776–1777, R. I. Arch.

2. H.M.S. *Diamond*.

“A STATE OF THE MUTUAL EXCHANGE OF PRISONERS BETWEEN THE  
COMMANDING OFFICERS OF HIS MAJESTY'S SEA FORCES IN NORTH  
AMERICA AND THE COMMANDERS OF THE AMERICAN ARMY” <sup>1</sup>

1776 Decr 22.	To — deliver'd by Order of Lord Howe from <i>Whitby</i>	} No
	Prison Ship at New York & set onshore at Connecticut	
	By deliver'd to Commodore Sr P. Parker by Mr Adj't Still	} 36
	from Rhode Island	

Remains due from the Americans

—

Rhode Island the 3d Jany 1777

P: Parker

1. Council of War Papers, Exchange of Prisoners and Miscellaneous Papers, 1775–1781, R. I. Arch.

MASTER'S LOG OF H.M.S. *Diamond*<sup>1</sup>

January 1777  
Thursday 2d

Remarks on Board his Majesty's Ship *Diamond* 1777  
at 5 Am found the Ship had Sail'd on Shore & Taken a Great heeld to port Attempted immediatly to heave her off but without Success at 11 Made the 2d Attempt & Set the Sailes But without Success

First and Middle parts fresh gales Latter More Moderate  
Pm Started Some of our Water and began to heave with a Great Strain When the Anchor Came home handed The Sails & Struck the top gallant Masts & Began to Shore up the Ship at ½ past 1 Sent the Cutter With the Second Lieutenant to Sir Piter Parker With the account of our Situation at 3 a Rebel Sloop of 12 Guns<sup>2</sup> Anchord Near Warrick point where we Saw a great number of the Rebels Bringing down Some Cannon & throwing up a Woork at 4 The Rebels Began to fire on us from Warwick point the Sloop Weighed and Anchord Nearer to us & also began to fire on us Wee Returned their fire With the Aftmost Gun on the Main Deck & one of the Quarter Deck Which was all wee Could bring to bear on them at Dark the Rebels Ceased firing We then Began immediatly to Lighten the Ship By Clearing the hold and heaving overboard Provisions Water and Wood at Midnight laid out a Warp Got the Stream Anchor & Cable out

Friday 3d

at ½ past 1 Am got the Ship off By heaving a great Strain at 2 hove Short on the Bt Bouer and then Cutt it and the Stream Cable and Came to Sail run ¾ of a Mile Lower down then Anchord again With the Small Bower in 10 fathem Water at ½ Past 10 our Cutter Returned from Newport the Carpenters Employd Examining the Ship and looking for Shott holes found five in the Bottom 3 of which they could not plugg up again Being so far under Water one Shott Caried away the head of the Mizentopmast Some of our Rigging Cutt But Nobody hurt

These 24 hours Light airs and hazey Weather

P.M. Sway'd up Topgallant Masts & Bent the Best Br Cable to the Spair Anchor found 2 Spars a missing which most have been thrown overboard the Night were on Shore a Small Sloop from the *Chatham* and a Boat from The *Preston* Came to our Assistance.

1. PRO, Admiralty 52/1699.

2. The Continental sloop *Providence*.

JOURNAL OF H.M.S. *Experiment*, CAPTAIN JAMES WALLACE<sup>1</sup>

Janry 1777  
Thursdy 2

Moord off Prudence Island  
Fresh Gales & Frosty Wr P M heard the *Diamond* frigate was on Shore near the North end of Prudence Isld fired on by a Battery & attack'd by some Craft at 7 sent an Officer, several

petty officers & 50 Seamen arm'd on prudence Isld to give her Assistance also all the Marines.

Friday 3 A M at 8 she got off at 11 the Seamen & Marines ret'd ½ past rec'd orders to unmoor & get ready for Sea Sway'd up Top Glt masts, unmoor'd & hove into ½ a Cable on the Bt Bower

Modt Gales wth some Snow & hail P M at 1 weigh'd & came to sail out 3 & 2 reefs, at 2, 3 & 4 running down the Harbour from Dyer's Island at ¼ pt 4 Anchor'd in Rhode Isld Harbour in 7 fms veerd away moor'd a Cable each way<sup>2</sup>

1. PRO, Admiralty 51/331.

2. The *Experiment* had been ordered for England and sailed from Rhode Island on January 8, 1777, PRO, Admiralty 51/331.

*Connecticut Gazette*, FRIDAY, JANUARY 3, 1777

New-London, January 3, 1777.

The Account in our last of Capt. Howard from this Port being taken and carried into New-York, is premature. Capt. Goodwin, who sailed from hence in Company with Capt. Howard, was taken and carried into New-York, but himself and People were set at Liberty soon after they arrived there, and were allowed to return home.

Several Transports belonging to the ministerial Fleet, are loading with Wood at the East End of Long Island, under Guard of some Men of War.

A Sloop, Wheeler Brown, Master, which lately sailed from hence with Provisions for the Use of the Army, was a few Days since taken at Norwalk by a Man of War's Barge.

Wednesday arrived at a safe Port, a light Transport Ship burthen about 500 Tons: She was bound from New-York to England, and taken by two Eastern Privateers.<sup>1</sup>

Yesterday about 1 o'Clock, the Flag of Truce mentioned in our last to have sailed from this Port to New-York, returned from thence with 40 Prisoners (Seamen only) in Exchange for a Number of British Prisoners carried from hence; they chiefly belong to the State of Rhode Island.

1. The Ship *Addellgunte Loewise* taken by the Massachusetts privateers *Eagle* and *True Blue*. *Connecticut Gazette*, January 24, 1777.

JOURNAL OF AMBROSE SERLE<sup>1</sup>

[New York] Friday, 3d. January.

Lord H[owe]. who has been indisposed for two or three Days with a bilious Cholic, was happily recovered this Morning. Under Providence, what immense Consequences depend at present upon this single Man's Life!

Many Prizes brought in & more expected from the Delaware. We have about 8 Cruizers in that Part, which are likely to incerpcept [i.e., intercept] a large Number of Vessels from the W. Indies & other Parts, who have no Intimation, and can have none of this Arrangement.

1. Tatum, ed., *Serle's Journal*, 168.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN <sup>1</sup>

January 1777                      Moored off the Town of New York  
 Thursdy 2d                    At 2 PM Arrived here the *Juno* with a Convoy from Halifax  
 Fridy 3d                        At 11 AM Sailed hence the *Scorpion* Sloop

1. NMM, Admiralty L/E/11.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] January 3d, 1777.

Commodore Saymour was directed to issue all Orders respecting the Fire Ships, Fire Rafts and Guard Boats, thro' Captain John Hazlewood, who commands that Department.

1. *Pennsylvania Colonial Records*, XI, 73, 74.

WILLIAM WHIPPLE TO JOHN LANGDON <sup>1</sup>

My Dear Sir,

Baltimore 3d Jany 1777

I some time ago desired you to look for two, fast sailing vessels of about 60 to 80 tons to send here for iron and flour for the use of the Navy since which I am instructed by the Marine Committee to desire that you will immediately send two vessels to this place for those articles, I hope there will be no difficulty in chartering them, this will be a considerable advantage to the State of New Hampshire as great part of the flour may be disposed of if it should be wanted as undoubtedly will be the case—You'll address these vessels to Messrs Saml and Robert Purviance, merchants here who will give them all possible dispatch, you have liberty to ship in each of them from two to three thousand dollars value in such articles as will best suit this market of which you will be informed by the Price Current inclosed by [for] your govt.

By this conveyance, you'll receive directions from the Secret Committee, to load a ship with masts for France if you can purchase one suitable for masts — this is an article that will be very acceptable there at this time, as in all probability that nation is at the eve of a war — You will also be desired to send two small vessels to St Peters if you can procure suitable cargos for that market. I am apprehensive you'll want money by the time you get through this business, which will be sent you so soon as you let me know what sums you'll want. I wish to be constantly advised of your proceeding and of your wants that I may keep them supplied — the last letter I rec'd from you was of the 25th Novr

Since my last the *Lexington* arrived here from the Cape — she was bound to Philadelphia but was taken by the *Pearl* frigate of 32 guns off them Capes, who took out all the officers and put on board 7 or 8 men but the roughness of the weather prevented their taking out the people which were about 70 in number who under cover of the night brought her off and arrived safe here with a very valuable cargo of powder, arms, woolen goods &c — there is also another brig arrived here from the same place and same sort of cargo amounted to 200,000 livres: the last account from the army was 29th ulto — they were then following the enemy and hope they'll not stop till they have either destroyed them or drove them out of Jersey: — the whole number taken at Trenton was about 1100 — among which



were 7 field officers – a few more such day's work as that of the 26th will cause our stocks to rise. It's now between 2 and 3 o'clock A M and I can hardly see – you'll therefore excuse this scratch. Your friend &c.

W<sup>m</sup> Whipple <sup>2</sup>

1. William Whipple Papers, Force Transcripts, LC.

2. Whipple wrote a similar letter to Langdon on January 7 in which he concluded: "This year my friend is big with mighty events, nothing less than the fate of America, depends on the virtue of her sons, and if they have not virtue enough to support the most glorious cause that ever human beings were engaged in, they don't deserve the blessings of Freedom," William Whipple Papers, Force Transcripts, LC.

RICHARD HENRY LEE TO SAMUEL PURVIANCE, JR. <sup>1</sup>

Congress [Baltimore] 3d Jany 1776 [*sic* 1777]

Sir

The Secret Committee request that you immediately put a Trusty Officer from the frigate *Virginia* on board the *Lexington* with orders to have her directly moved up to the place most fit for unloading her and remain with the Brig until further orders.

You Sir Will be pleased to take proper measures for landing, storing, and securing the *Lexingtons* Cargo. Let an Inventory thereof be taken and returned to us.

As there is no Officer on board the *Lexington* that is acquainted with the business it will be the more necessary to have a very careful person to attend her delivery, that all kind of peculation may be prevented, and the business conducted with the greatest propriety.

If a Guard is wanted, may not Capt. [Samuel] Smith be applied to for the purpose. –

For the Secret Committee

Richard Henry Lee.

P.S. There are on board three trunks and some loaves of sugar belonging to the House of Willing & Morris, be so kind as have them taken particular care of

R. H. Lee

1. US Congress Papers, CL.

#### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Friday 3d January 1777. –

Ordered that a Warrant Issue to Capt William Deane for One Hundred and eighty five pounds upon Account, for the Payment of a Pilot Boat called the *Lee* and her Yawl purchased for the use of the Navy. –

Ordered that a Warrant Issue to Capt William Deane for two hundred and seventy five Pounds, upon Account, for the Payment of a Vessel called the *Jenny* Purchased of Messrs Reynolds & Perrin for the use of the Navy. –

Capt John Pasteur appeared and agreed for the Sum of four hundred and twenty five pounds to deliver unto the Naval Board of Commissioners a Schooner Boat called the *Molly* together with the Rigging Tackle and Apparel belonging to her. – The money to be paid him upon his giving a Bill of Sale for the said Vessel. –



Ordered that Capt John Pasteur take the Command of the Schooner Boat *Molly* this day Purchased of him by the Board. —

Ordered that Mr. Henry King deliver unto Capt John Pasteur four of the Swivel Guns out of those which he hath in his possession belonging to the Country. —

Ordered that Capt John Pasteur Proceed with his Vessel to Hampton and have her fitted and put in proper Order for making a Voiage as soon as he Possibly can. —

1. Navy Board Journal, 150–51, VSL.

VIRGINIA NAVY BOARD TO VAN BIBBER & HARRISON, ST. EUSTATIUS <sup>1</sup>

Gent

At the request of his Excellency the Governour and the honble the Council we have consign'd You by the Sloop *Congress* Capt [William] Skinner four hundred and fifty four Barrels Flour and thirty Hhds Tobacco, for which you have Invoice & Bill of lading inclos'd. You'll be pleas'd to dispose of it at the best price your Market will afford, and invest the proceeds as P Invoice for return herewith sent You. We rely on You to give the Captain all necessary assistance and as great dispatch as possible, also for your procuring the Goods [ordered] on the best terms and of good quality. — This Cargo is purchas'd and consign[ed] You on the public Account of the State, and there are several other Cargoes now purchas'd and to be purchas'd on the same Account, and shou'd you [be] successful in this adventure it may determine us to send several of the other Cargoes to your Island and of course to your address. — Be pleas'd to direct your letters and returns in consequence of this consignment to Thomas Whiting Esqr first Commissioner of the Navy Virginia —

(Sign'd) Thomas Whiting 1st Commr

[Williamsburg] 3d Jany 1777 —

1. Navy Board Letter Book, VSL.

PURDIE'S *Virginia Gazette*, FRIDAY, JANUARY 3, 1777

Williamsburg, January 3.

Capt. Lilly, of the armed brig *Liberty*, arrived last Friday from a cruise, and brought in with him the ship *Jane*, David Wallace master, from Tortola, bound to London, with 28 hhds 43 tierces, and 3 barrels of brown sugar, 21 puncheons and 3 barrels of rum, 13 bales of cotton, 1 pipe, 8 hhds. and 12 quarter casks of Madeira wine, and 80 tuns of fustick.

A ship from Liverpool, bound to New York, is brought into Hampton, taken by the continental cruiser *Montgomery*. She has on board a considerable quantity of woollens, some bales of Irish linen, cheese, and a variety of other useful articles.

There is certain intelligence of our *quondam* governour, lord *Dunmore*, that celebrated chief, having at last taken his departure for England, to enjoy the smiles of his sovereign for the many signal services rendered to his august house while commander in chief of Virginia.

4 Jan.

JOURNAL OF THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES <sup>1</sup>

[Exeter, Saturday] January 4th, 1777.

The Report of the Comtee on the Petition of Ephraim Robinson & others and on the motions in behalf of Jonathan Payson & others concerning their vessels now lying at Portsmouth, being read,

Voted that the same be recd and accepted; & further,

Voted, That the owners or freighters of the Brigantine *Kildair* have liberty to send her on her destined voyage, they giving bond to the Speaker of the Honble House of Representatives to present a true Inventory of her whole Cargo on her return and give this State the refusal of the whole or any part thereof, – and that this State have liberty to send for such articles as are wanted for its use; and further, Voted, That the master or freighter of said Brigge endeavour to procure for cargo, Salt, German Steel, Medecines, Files, Sulphur, & Warlike Stores for the use of this State – and that the owners or Freighters of the Schooner *Washington* have liberty to send her on her intended voyage, on the same terms & conditions.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 452.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

Capt Ayres

[Boston] Saturday January 4th 1777

Sr You are to proceed immediately to Providence with the Prisoners under your Care and deliver the letter regarding them to Governor Cook who will furnish you with a Cartel Vessel in [which] you are to proceed to Newport with the Prisoners deliver the Letter to Sir Peter Parker or the Commanding Officer of the Fleet at Newport and if he shall receive the prisoners you will take a receipt for them with their rank and Condition If Governor Cook should make any difficulty with respect to a Vessel you are to take up one upon the best terms you can at the Charge of this State. And in Case the Commanding Officer at Newport shall not think proper to receive the prisoners you will proceed with them to New York deliver Lord Howe the letter directed to him And observe the Instructions given you by Council the 3d instant in all which you will observe the greatest Oeconomy & dispatch –

Sir Peter Parker or the Commander of his Majesty's Ships at Newport.

Sir Agreeable to a Cartel settled sometime since for the Exchange of Seamen We have sent to Rhode Island by Capt Ayres Prisoners taken by the *Alfred* Frigate belonging to the United States and Commanded by John Paul Jones they were intended to have been sent to New York from hence and Cartel Vessels were accordingly provided but such was the refractory disposition of the Men and their unwillingness to go to New York that it was judged unsafe to send them that way. We therefore have given orders that they should march to Providence where they are to embark for Newport & delivered to you. You will please to give Capt Ayres a receipt for them mentioning their rank and Condition that he may proceed with it to New York and procure a like number of our People but in case you should

judge it most expedient for the Cartel Vessel to proceed with the prisoners to New York it may be needful that one of your Armed Vessels should escort her to prevent their escape – In the name & behalf of the Council of the State of Massachusetts Bay – I have the honor to be &c

1. Mass. Arch., vol. 20, 152, 153–55.

*Providence Gazette*, SATURDAY, JANUARY 4, 1777

Providence, Jan. 4.

Capt. [William] Dennis, in the last mentioned Privateer,<sup>1</sup> arrived off Newport on Friday last Week, and perceiving more Shipping in the Harbour than usual, sent his Barge to view them, which was taken by the Enemy; two of their Ships likewise got under Way, and chased the Privateer, but she luckily escaped, and is since arrived at a safe Port.

1. Sloop *America*.

“EXTRACT OF A LETTER FROM AN OFFICER ON BOARD HIS MAJESTY’S SHIP *Camilla*, TO HIS FRIEND IN LEITH, DATED NEW YORK, JAN. 4, 1777.<sup>1</sup>”

The 26th of September we set sail for the island of Bermudas, in order to cruise there for 28 days; during that time we took the following ships; on the 26th of October, after a chase of four hours, we made a prize of the schooner *Independence* privateer, commanded by John Gill, which carried six guns, 14 swivels, and 28 men, fitted out at Salem by the Congress, in order to intercept our West India ships, but she proving a very insignificant prize, we took out all her provisions and ammunition and sunk her. The 7th of November we retook the snow *George* of London, from St. Kitts; she had been taken by the *Defence* privateer, and they were carrying her to Maryland, but luckily they fell into our hands. She separated from us that night in a gale of wind, and we suppose our prize-master had bore away either for England or the West Indies. The 15th of November we took the *Admiral Montague*, from Hispaniola to Rhode-Island; she is about 105 tons, loaded with molasses and coffee; I imagine she will turn out a good prize; 22d of November we took the sloop *Chance*, from Philadelphia to Georgia, loaded with rum and biscuit; 17th we took the brig *Polly*, from Surinam to New York, he had nothing but ballast; so much for our first cruise; we arrived at New York the 29th of November. On the 9th of December we set sail in company with the *Roebuck*, *Perseus*, and *Falcon* sloop, in order to cruise off the river Delaware, we shortly after parted company, and took a French ship of 300 tons loaded with wine, rum, molasses, cloathing, and arms for the Rebels, from Hispaniola for Philadelphia, she is estimated at 12,000 l. sterling. The 13th fell in with the *Perseus*, gave chase and took a schooner loaded with sugar. The 14th took a French snow loaded with wine, sugar, and field pieces for the Rebels; she sailed from Hispaniola for Philadelphia. 23d, in company with the *Roebuck*, we took the *Two Friends*, a brig from Hispaniola to Philadelphia, loaded with gunpowder, molasses, and dry goods for the use of the Rebel army.

1. *London Chronicle*, March 15 to March 18, 1777.

*Pennsylvania Packet*, SATURDAY, JANUARY 4, 1777

Philadelphia, January 4.

Lately was launched at this port the fourth Continental Frigate, called the *Effingham*, in honor of the patriotic Earl of that name, who nobly refused to draw his sword in support of British tyranny and usurpation.<sup>1</sup>

Tuesday se'ennight [December 24] arrived here the Continental brig *Andrew Doria*, Capt. Robeson [Isaiah Robinson] from St. Eustatia and Martinico, laden with gun-powder, arms, and some woollen goods. On her passage she took two prizes – One a sloop of ten guns,<sup>2</sup> fitted out by the *Antelope* man of war at Jamaica, and commanded by Lieut. [William] Jones, of the *Boreas* frigate, who engaged Capt. Robeson near three glasses, in which he had two men killed and one wounded, and the sloop seven men and her commander wounded; the number killed unknown, as they were thrown overboard during the engagement. The other prize a brig mounting six carriage guns and six swivels, commanded by one Nicholson, bound from Jamaica to London; her cargo unknown.<sup>3</sup> Capt. Robeson took fifty seamen out of the above vessels.

1. The *Effingham*, named in honor of Thomas Howard, 3d Earl of Effingham, was launched November 4, 1776.

2. H.M. Sloop *Racehorse*.

3. Snow *Thomas* recaptured by H. M. S. *Perseus*, Captain Elphinstone. Lieutenant Joshua Barney the prize master, taken on board *Perseus* relates the following in his autobiography:

they carried me with him [*sic* them] off Charles-town. S. C. & there they wished to land me, they sent in a boat as a flag of truce to request a pilot boat might be sent out to take the prisoners on shore, which was accordingly done, on arriving on board there (were) some English prisoners sent by the Governor Pinckney, by way of exchange, when they came on board the purser of the *Perseus* began by making enquiries how they were treated &c; on one of the men's saying they had been used very ill, having received nothing to eat but bad rice mixed with sand, the purser without any further ceremony turned round & struck me a sm[art] blow with his fist. I instantly returned it & knocked him over one of the Quarter-deck guns & from thence down the after Hatchway – all was in confusion for a moment but when Capt. Elphinstone was informed the manner that the purser behaved, he called him & myself down into the cabin & there ordered the purser to go down on his knees & beg my pardon for the injury done me, & for the disgrace he had caused to his majesty's service but this the purser absolutely refused, when he was ordered under arrest, in which situation we left the *Perseus* having recd the most polite & gentlemanly treatment from Capt. Elphinstone & his officers (the purser (a scotchman) excepted).

Manuscript Autobiography, DARL.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO ROBERT MORRIS <sup>1</sup>

Sir,

Baltimore the 4th of January 1777

We have thought the expence of an Express warranted to carry you the inclosed, some of the contents, demanding the most serious attention, & the quickest possible change in the situation of things, that made those observations necessary. It is very true that we have exerted ourselves, but in some instances we have been unfortunate and the difficulty of getting ships and seamen is certainly very great. However, you will see that ballances are against us, and considerably so, both in the West Indies, and in Europe. That in consequence of this, our credit is hurt, at least with Mr Schweishauser [John Daniel Schweighauser] who seems



unwilling to go an inch beyond what he has in hand. Good often springs out of evil, and so, by the *Friendship* loosing her topmast, she made for Chesapeake and is safely arrived here with her cargo, which might have fallen into the enemies hands if the Brig had kept on for Delaware. We shall take care of this Cargo here, but the Vessel we wish your advice & assistance about. We are agreed to charter her again if this can be done on terms that you approve, and here she may be immediately loaded, with Tobacco at least, and ordered to the place where you judge remittance to be most wanted. Will you Sir do, and advise us in this, what you think best. The Captain of the *Friendship* will wait here until the return of this Express – You will see the advance made by our Agent for arming the Brig. The books of the secret Committee are not here, nor any of the papers, so that we are illy fitted for conducting the business properly.

Mr. [Alexander] Gillon having imported into So Carolina, on his contract, 37,559 lbs of Gunpowder 500 stand of arms & 620 bushels of salt, we have paid him for the present £3500 this currency, for his part, upon account. We learn from Colo [Benjamin] Harrison that a Ship sometime loaded by his son in James River remains for want of seamen.

Richard Henry Lee Fra: Lewis W<sup>m</sup> Whipple

P.S. We inclose you an order on Meade & Co for £481.7.11 Pen. Cury –

The Post coming in just now we shall send these dispatches by her. The great prospect we have of most valuable importations coming to Delaware, makes us very anxious, and we wish for many swift sailing Vessels without to give notice The *Lexington* will sail hence in a few days for this purpose –

1. The Charles Roberts Autograph Collection, HCL.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO JOHN LANGDON <sup>1</sup>

Sir, In Secret Committee Baltimore 4th Jan 1777

We some time ago desired you to purchase two or three Ships and send them to Virginia, or South Carolina, since which we have not had the pleasure of hearing from you, but hope that business is in good forwardness. We have now to desire you to purchase another ship and send her to France if a cargo can be procured at your place suitable for that market – No doubt masts will answer very well and perhaps some other articles of greater value may be procured – however of this you are a much better judge than we can be. Our wish is that the cargo may be valuable and that the ship may be dispatched as soon as possible.

Many articles that are much wanted in the army, we imagine may be obtained at the Islands, St Peters Newfoundland – we therefore desire you would charter two small vessels (which should be very fast sailers) if cargoes can be procured proper for that market and order from thence canvas for tents, or any sort of woolen or linen goods suitable for soldiers clothing – Your drafts on this Committee will be duly paid, for whatever sums you may want for the execution of this business at the Islands of St Peters and Mequelon. We are with great respect [&c.]

Richard Henry Lee F. Lewis W<sup>m</sup> Whipple

1. William Whipple Papers, Force Transcripts, LC.



5 Jan. (Sunday)

CAPTAIN HENRY BARNES TO A CORRESPONDENT IN ENGLAND <sup>1</sup>

A letter from Capt. Henry Barnes, of Whitehaven, dated at Rhode Island, Jan 5 [1777], says, "A few days ago we had a letter from Capt. Hare, one of our fellow-sufferers. He was at Providence when the King's troops arrived here, and has since been detained there. He tells us, that the inhabitants of Providence, on the first approach of the King's ships, had determined to burn all the prize ships; but a strong S. W. wind blowing upon the town, they could not do it with safety. – In the three days delay which this occasioned, they agreed to haul them up into Seaconk River, and defend the town, but neither destroy it nor the shipping. The frost setting in, no attempt will be made on Providence for these three months. – Below you have an account of the provincial army in this quarter. – The King's forces on this island amount to 7000.

List of the provincial army in and about Providence

Providence	– – – – –	2000
Bristol	– – – – –	2000
Howland's Ferry	– – – – –	1500
Greenwich	– – – – –	2000
Connecticut	– – – – –	4000
Neighbouring towns	– – – – –	1500

Total 13,000 men within 20 miles of each other.

1. Almon, ed., *Remembrancer*, IV, 295.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO GEORGE WASHINGTON <sup>1</sup>

Sir [Philadelphia] Jan 5 1777 –

We embrace the opportunity of Mr Leman & Mr Penrose two gentlemen of the Lt Horse to forward seven packets that came to our hands from Congress last night, these packets contain Sundry Resolves of Congress and a Number of Blank Commissions.

The uncertain rumours of your Excellencys Success between Trenton and Prince Town and at the latter place, have us in a most anxious State of Suspence hoping every moment to be relived therefrom by Express with dispatches from You. We informed Congress of your Situation on Thursday evening at Trenton and prepared them to expect Some important event consequently they will have an anxious interval of Suspence as we now have.

The Continental Brig *Lexington* Capt [William] Hallock was taken by the British Frigate *Pearle* Capt [Thomas] Wilkinson but the wind blowing hard, and the Sea running high they could only take out Capt Hallock his Lieut, and Other Principal Officers, and in lieu of them the[y] put on board an Officer and Eight Men with Orders to Keep Company untill Morning before that Came our People on board the Brig rose upon the British bore away and having carried her safe into Baltimore, by which means further Supplys of Military Stores and Cloathing are Secured, as there is on board Powder, Lead, Muskets, Blankets Cloaths &c, the *Andrew Dorias* Prize is also arrived safe here, we suppose her

late commander Capt [William] Jones Must be given up for Capt Hallock who is come up from the *Pearle* under Parole.<sup>2</sup>

Waiting Impatiently for important news from you and with the best wishes for A Continuance of Success. We remain Your Excellencys [&c.]

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776-77), 133, 32-33, NA.
2. The British sloop *Racehorse* taken by Captain Isaiah Robinson in the Continental brig *Andrew Doria*.

#### STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Gentlemen.

West River January the 5th 1777.

I hear inclose you Lux and Bowley's letter, you will thare observe the Congress has taken the cable I had maid for the Galley. at this rate it is impossible for me to tell when I shall git the Galley to you. That Cable was a graddle to large, for Capt Hamond [Larkin Hammond] jud[g]ed it must half fil'd the Schooner up.<sup>2</sup> the Brigg *Brothers* Mr [Jesse] Hollingsworth bought for you I think has three Cables two Bowers and a stern Cable. She may do very well without the Stern Cable, it is of no use to them in the Westinges, and if she gos to any part of old France they must have more with their two Bowers, and thare is plenty of Cable to be got there, the stern cable will sut Captain hamond if you will order it so I shall then git a cable for the Galley, thare was many things might bin taken out off the Brigg by a hand thats a proper Judg. that would be of grat servis to the States navy and she go well found to sea. I am Gentellmen [&c.]

Stephen Steward.

[P. S.] Stephen is now on his way to Saml Dorseys to se after guns for the Galley. I hope the Congress will not take all the guns with the schooner.

1. Correspondence of Council of Safety, Md. Arch.
2. The schooner *Jenifer* engaged by the Continental Congress to carry dispatches to France.

#### HENRY TUCKER TO ST. GEORGE TUCKER<sup>1</sup>

[Extract]

My Dear St George.

I reced Your Letter from Turks Islands & was glad to hear you was well & had got so far on your Voyage, it wou'd afford us inexpressible pleasure to be inform'd of your safe Arrival in Virginia, which I hope wont be long before we have that agreeable News. If you meet with no interruption in your Voyage we have reason to expect you will have a considerable Surplus besides loading the Sloop in which case, as from our last Accounts from America things were in a very critical Situation there, we think it wou'd be adviseable to secure what effects you may have there in the best manner . . . we think rather than leave the Money in the Government hands or take Continental money, you had better purchase new tobacco & let it remain in the Ware houses, as it will be a more certain thing than the paper currency, shd things take a bad turn against America. . . . As in all probability (if there is not a conquest before) the Coasts of America will be all crouded with Cruizing Vessels early in the Spring, wch will make the trade very dangerous & precarious, you must there-

fore consider if you arrive safe in the West Indies whether it wont be most Adviseable to secure as much of our Interest there as you can, only reserving a Sufft Sum to load the Vessel in America, for unless a method can be fallen upon to get the money from thence, the proffitts perhaps will be sunk, so that we had better be contented with the first proffitt than by attempting to carry into America large Cargoes With a View of their turning out to greater gain lose the whole, which will certainly be the case if the Provincials are obliged to Submit, for their currency will imediately be sunk & I Suppose the Public Credit intirely destroyed. I wish our fears may be in Vain; the reports are various, all we know for certain is that Genl Howe was wthin 20 Miles of Phila, Genl Washington & Genl Lee both in the Jersey's. what has since happen'd or what will be the event God knows. Perhaps you are uninform'd that Capt Jerh Morgan had the Misfortune of being taken by a Man of War in his passage to Phila — he is now confin'd onboard the Admirals Ship at New York. Lord Howe it is said is much exasperated at him & resolved to make an Example of him, as he is a Bermudian and of course a Subject of G Britain. I am really sorry for the poor Man's Situation, but I think his life is not Legally in danger, what power may do I wont pretend to say. The *Nautilus*, *Galatea* & *Repulse* Men of War are order'd to Cruize about this Island for some time, after which the two latter are to go to the West Inds the former to remain here. last Eveng one of them appear'd off on the South side & I believe is gone into St George's, so that our harvest in all probability is over, but we are happy in having a Sufft Supply for many Months. The *Galatea* Sent in here two prizes she took on the coast of America. — We dont hear of any of our Vessels being taken.

I am My Dr St Geo. Your truly Affectionate Father

Henry Tucker

Bermuda Jan'y 5th 1777.

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

6 Jan.

JOHN LANGDON TO COMMODORE ESEK HOPKINS<sup>1</sup>

Sr

Portsmo Jan'y 6th 1777

Your favor P Mr Hardy Iv'e Recd agreeable to which and the Order from Capt [Abraham] Whipple and the Officers of the *Columbus*, Iv'e paid into Mr Hardy's hands, two thousand Seven hundred, and thirty pounds 8/7 Lmy in full for one Third part of the Nt Proceeds of the Prize ship *Royal Exchange*,<sup>2</sup> which is to be Proportioned, by your order. Agreeable to the Resolves of the Honbl Congress among the Officers and Men belongg to the *Columbus*, who took Sd Ship, one twentieth part of Sd Sum of Course is your property, and no Doubt will be Deducted before Distribution made to the Officers and Seamen of Sd Ship *Columbus* —

I have given Mr Hardy Copy of all the Accts as they Stand Settled by which youll See I've Charg'd the Captors only 2½ P Ct I have no order from Congress what I am to have on Prizes, for the other business I have five P Ct The way I have Proceeded, is to make out the Nt Proceeds, and Cr the Continent for two

thirds and the Captor's Agent for the other third, which is agreeable to Resolves of Congress – untill the late Resolves which makes one half the Captors – The Agent for Captors this way, Charge five P Ct but as I was uncertain what I should have from the Continent for Prizes, made me Conclude to put down only 2½ PCt – as I was Determined to Settle the Voyage off hand tho' at my own loss this matter I shall leave at the Discretion of the Captors as Iv'e no doubt, they do by me every thing that is Right and Just, and what they Allow their other agents no doubt they'll give me – with which I shall be well Satisfied –

I hope e're long our Affairs will Appear better and that we shall be able to drive those infernal Spirits from your State. – our State are Determined to do all they can to Assist you – My best Wishes attend you – [&c.]

John Langdon

To Eseck Hopkins Esq.  
Commander in Cheif A. Flt

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. See Volume 6.

# JOHN LANGDON TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS <sup>1</sup>

Gent

Portsmouth Janry 6th 1777

Your Several favo'rs of the 4 & 5 Dcemr P Mr [William] Turnbull & [Abraham] Livingston Iv'e Just Recd to which I beg leave to Answer, that it was not Possable to purchase the least Article of Clothing in this State, as every thing of that Sort, which has been bro't in, or made, in this place, has been bought up for the use of the Soldiers Raised for the Service of the Continent I find by your's of the 5th that you have not Recd my letters, as I find no mention made of them, but rather that you have not heard from me. – which Confirms me in what Iv'e been much afraid of that my letters have miscarried In letters Iv'e inform you that no Uropean Cargoes were to be had, except masts, that the *Betsey Frigate* had Saild, the 15th Day last month with masts Spars & planck &c for Bourdeaux, and shoud have sent one or two more agreeable to order but, the want of Cord[a]ge and Sail Cloth, only prevented as the large ships which are Suitable for that business have been Striped of their Sables [illegible] for Vessells of war, and its impossable to Replace it at any price, – Agreeable to your order I shall immediately endeavour to procure the Vessells for Virginia and Carolina, but the grand Deficuly is what you mention, that of getg good Trusty men for the Service, every Master mate and Sailor almost being taken up in Some Service, – they generally fear Coasting along to Virginia more then going off to France, I see at Present but little Prospect of getg men, –

The ship *Royal Exchange* which I bo't very low, on Acct of the Continent would do very well, tho she would wan't some Rigg and Sails but if can get hands at any rate shall immediately Dispatch her, Agreeable to order either to Virginia or Carolina, as the case may be when she is ready there is no prize vessells here now for saile, those which have Sold lately have been high as £1500 L my some £2000 – there will be very fine vessell [a] Transpt of abt 250 Tons sent in here few days ago by a privateer belongg to this place, should she sell low shall purchase



her either for Virginia, Agreeable to order, or Load her with Lumber some masts for France –

I shall make it a point to Exert myself in every way to do the business on the best terms, Possible in one of my former Letters to the Honbl Committee as also Several which Iv'e wrote to Colonal Whipple, Iv'e informd them that, I'm in want of money, not haveg any belongg to the Continent in my hands, but have Advanced what little of my own which I had by me – I hope before this Comes to hand money will have been sent off by the Honbl Marine Committee for me, to furnish and pay off the *Raleigh's* Demands and to Carry on the buildg of Capt Roches ship,<sup>2</sup> otherwise must stop my hand, as nothing is to be had unless prompt pay. – the Honbl Secret Committees Acct I shall forward soon, as good Opportunity Offers, with Considerable ballance due to me – the Honbl Marine Committee's Acct in the Same way almost as Iv'e not Recd any Prize money only for *Royal Exchange*, amtg to abt £5,600 L my which is almost expended for Provision Stores &c for the *Raleigh* and what I have Advanced, for Timber [illegible] for Capt Roches ship which is now in hand – If I hear of none Comg soon shall send on purpose for money to go on with – Iv'e paid the Captors their Prize money as soon as the Sales were Compleated, and they applyi[ed] for it – With the greatest Respect I am [&c.]

John Langdon

PS – Inclos'd is Invoice of Ship *Betsy Frigate's* Cargo & her Disburstments which is exclusive of the £1000 – charg'd for sd Vessel –

Hon. Robert Morris Esqre Chairman of the Secret Comte Philadelphia or Baltimore –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. Continental sloop-of-war *Ranger*.

#### PETITION OF SOLOMON DAVIS TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

State of	}	To the Honble the Council & Honble House of
Massachusetts Bay		Representatives in General court assembled.

The Petition of Solomon Davis

Humbly Sheweth,

That last Year he imported from Holland by way of St Eustatia a considerable quantity of Duck & Card-Wire, – the Duck he sold this State for the Public Service, & as the Card Wire was very much wanted for the Use of the Inhabitants he sold it among them. – That at the time he sold the Duck it was recommended to him, by several of the Members of this Honorable Court to import a further quantity of that Article, and some others which this State was in great want of, he accordingly sent to Holland an Invoice of sundry Articles, among which are German Steel, Card Wire, & Nails for the Cards, but as the Trade between Holland & this continent was prohibited his Correspondent in Holland was obliged to Ship those Articles to St Eustatia from thence to be sent here, and Your Petr has lately received Advice from St Eustatia of their Arrival there, and that they are ready to be Shipped him; Your Petr has accordingly purchased a small Brigantine which is a remarkable swift sailing Vessell, and she now lyes Loaded at Plymouth with Dry & Pickled Fish & ready to put to Sea.



He therefore Prays that Your Honors Would Grant Liberty for said Vessel to proceed to St Eustatia in order to bring those Articles to this State, also a quantity of Rushia Duck, Oznabrigs, Linnens, & Pepper which were also shipped from Holland in order to be sent here. And as in Duty Bound he will Pray &c

Sol: Davis

[Endorsements] In the House of Representatives Jany 6, 1776 [1777]

Read & committed to the Committee on similar Petitions - Sent up for Concurrence  
J Warren Spkr

In Council Jany 6, 1777 Read & Concurr'd John Avery Dpy Secy

The Committy of both houses to whom Similar Petitions are Committed report that the prayer of this petition be Granted

John Taylor Pr order

1. Mass. Arch., vol. 182, 33-34.

# MASSACHUSETTS BOARD OF WAR TO CAPTAIN ARTHUR McLELLAN<sup>1</sup>

Board of War,

Sir

Boston Jany 6th 1777 -

You being Master of the Schooner *Boston* Charter'd by the Board of War for a Voyage to the West-Indies, your Orders are to proceed direct for Point Peter in the Island of Guadaloupe where you are to dispose of your Cargo upon the best terms, & of your Vessel also (provided you can obtain not less than Six Hundred Pounds West India Currency []), and invest the proceeds in the several Articles in the Schedule annex'd, giving the preference to those first mention'd.

If you should be so fortunate as to meet with Capt Tristram Coffin, in the service of the Board, you will ship your effects in such Vessel as he may have provided & come home with your Crew - But if you cannot upon enquiry hear of Capt Coffin you will endeavour to procure freight in some French, Dutch or even American Vessel, but if that cannot be done you must continue their till the Board send some Vessel to bring you & your effects home, of which you will receive due Notice. -

If you cannot purchase the Articles you want in Guadaloupe, you will take your Money or Bills and proceed for Martinico or Cape Francois, but be sure you take passage in a French Vessel: - If you cannot sell your Vessel you will take on board your own effects, purchase as much Salt as will serve to put your Vessel in a good Sett of Ballast, & come home, you are to make the first Harbour in this State or New-Hampshire, from whence you will give the earliest intelligence to the Board by Express - By order of the Board,

J Warren Prest

Good effective Fire Arms, with Bayonet if to be had - Gun Powder - 100 m. Flynts - Raven Duck - Ticklenburgs<sup>2</sup>

1. Mass. Arch., vol. 151, 398-99, Letters from the Board of War, 1776-1780.

2. The Board issued similar orders to Captain Isaac Bartlett, schooner *Plymouth*, on January 7, Mass. Arch., vol. 151, 399, 400.

# JAMES BOWDOIN, PRESIDENT OF THE MASSACHUSETTS COUNCIL, TO GOVERNOR NICHOLAS COOKE<sup>1</sup>

Sir

Boston Jany 6th 1777

This will be handed to you by Capt Ayers [John Ayres] with whom we have sent Prisoners, and it is to request of your Honor to provide a Cartel Vessel

to convey them to the Commanding Officer of his Majesty's Ships at Newport, and in Case he should refuse to receive them, that you would give Orders for the Cartel to proceed with them to New York, to be exchanged for so many of our suffering Brethren in Captivity, those Prisoners are Seamen only and were taken by the *Alfred* Capt Jones a Continental Frigate, and of Course their Conveyance to Newport or Elsewhere must be a Continental expence, which your State will please to defrey and Charge to the Continent. Capt Ayers has been appointed to Settle the Exchange and has his Instructions. Therefore it will be Necessary that He proceed in the Cartel, and have the Conducting of the Matter – We doubt not from your known disposition to promote the Public Service of the United States you will give him all possible Aid and dispatch – In the Name & behalf of the Council – I have the Honor to be Sir [&c.]

James Bowdoin    Presidt

1. Letters to the Governor, vol. 9, 1776–1777, R. I. Arch.

*Boston Gazette*, MONDAY, JANUARY 6, 1777

Boston, January 6.

Last Thursday se'nnight arrived at Cape Ann, the Privateer Schooner *Warren*, Capt. Coulson, after a Cruize of 6 Weeks; in which she took a large Schooner bound from Dominica to Quebec, which has safe arrived in Port <sup>1</sup> – Same Day arrived two Prizes, one of them a Vessel from Ireland, for the Garrison at Gibraltar, taken by the Privateer Sloop *Union*, Capt. Somes,<sup>2</sup> the other loaded with Fish.

The beginning of last week the privateer sloop, commanded by William Dennis,<sup>3</sup> sent into a safe port at the southward, the *Countess of Eglinton*, a brigantine from Greenock in Glasgow, bound to Antigua. The following is a schedule of the cargo on board the brigantine *Countess of Eglinton*, viz. 57 bales, 110 boxes, 34 casks, 2 chests and five trunks of haberdashery, 368 yards printed linnen, 1223 pounds of wrought leather shoes, 4513 pounds green glass bottles, 39 barrels and two firkins strong ale, 6797 pounds tallow candles, 2420 refined sugar, 67028 yards British bounty linnen, 7410 yards Irish ditto, 4488 yards British striped and check'd ditto, 207 firkins of butter, 126 gallons Portugal wine, and 210 bundles of iron hoops.

1. Schooner *Patroclus*, William Gill, master, *Independent Chronicle*, Boston, January 9, 1777.

2. Ship *George*, Thomas Brockway, master, *Continental Journal*, January 9, 1777.

3. *America*.

#### MASTER'S LOG OF H.M. BRIG *Halifax* <sup>1</sup>

Jany 1777

Monday 6

Norwalk [Norwalk] Point North 2 Miles

AM at 9 Weighd and stood over for the No Shore Tendr in Company at 11 saw two sloops close in with the No Shore at noon spoke them, found them to be from Norwalk laden wt Flackseed which some Refugees had run away with from the Rebels at Noon bore a way for Huntington Bay wt the Sloops under convoy punished Simon Powers wt one dozen lashes for attempting to desert

Fresh Breezes and Frosty Weather PM at 3 Came too in  
Huntington Bay in 7 fathoms of Water Veerd to 1/3 of a Cable.  
sent the two sloops in to loyd [Lloyd] Harbour

1. PRO, Admiralty 52/1775.

*New-York Gazette*, MONDAY, JANUARY 6, 1777

New-York, January 6.

The *Roebuck*, *Falcon*, and other Ships of War, have taken and sent in a great Number of Prizes in the Course of the last Week.

The *Daphne*, Capt. [St. John] Chinnery, arrived on Friday from a Cruize, and brought in 15 Sail with her. An Officer on board says, that she came up with every Vessel she saw, and is confessed to be one of the swiftest sailing Ships in the Navy.

ROBERT MORRIS TO JOHN HANCOCK <sup>1</sup>

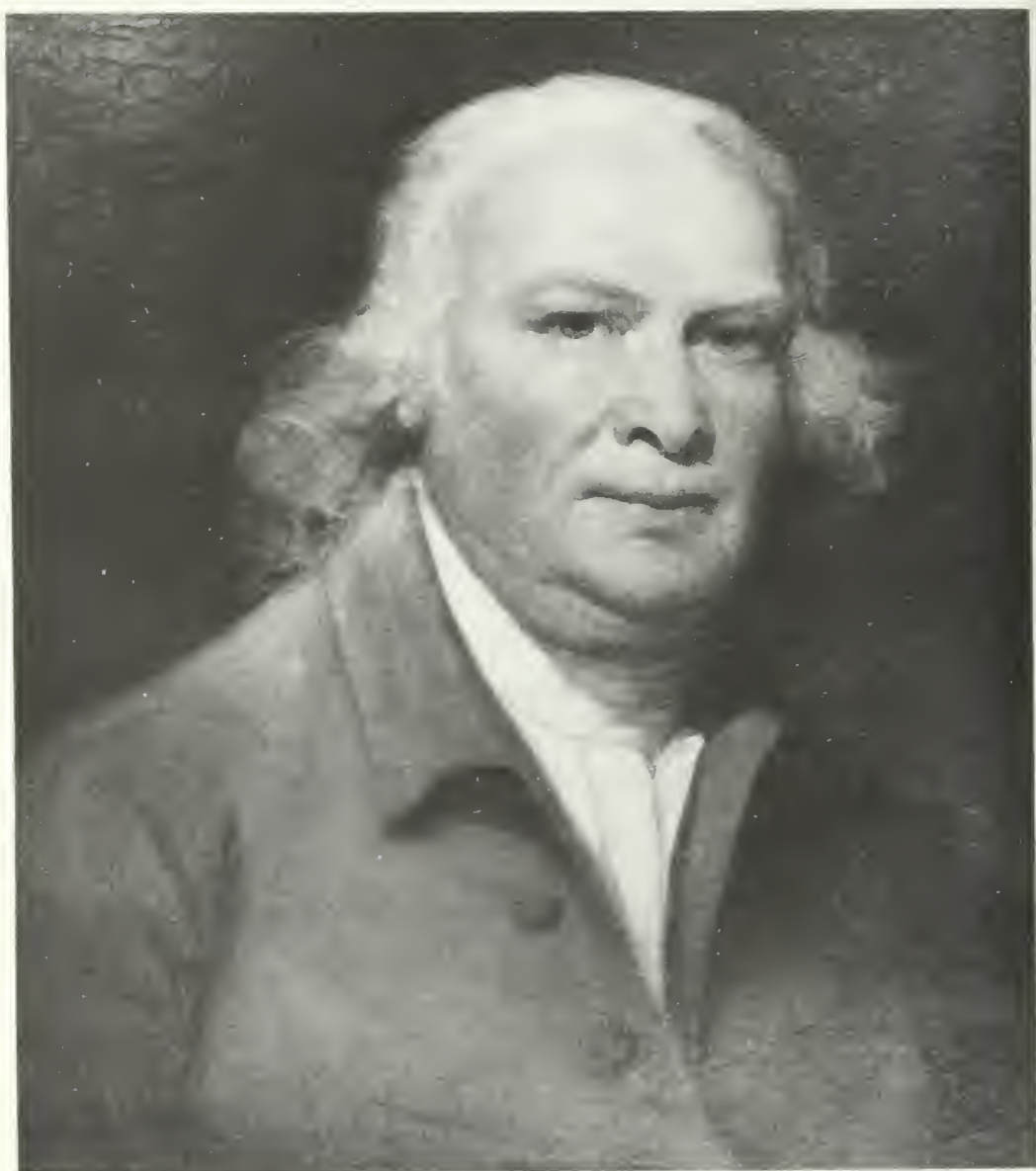
[Extract]

Dear Sir,

Philada Jany 6th 1777

I am favoured with yours of the 2d Inst and had much joy indeed, when I found the *Lexington* was arrived, because she would be a mischievous Enemy, altho a very good Friend in proper hands.

I have directed the Captain & Officers to proceed down to Baltimore immediately judging they will be wanted in fitting her out again. Captain Hallock can also distinguish the Goods that are for Account of the Public from those of other Account, I thank you for the promised care of those that are for me which I suppose to be the property of Mr. [Stephen] Ceronio at the Cape, I would have them delivered to Mr. David Stewart to whom I give orders respecting them. Capt Hallock & his officers are under parole and I judge the Capt of the *Pearle* wou'd agree to release them from that Parole on giving him back his Midshipman and Seamen from the *Lexington*, if this is approved I will send on board the *Roebuck* & propose it [to] Capt Hamond from whom I rec'd a polite letter copy whereof I transmit to Congress. The Sloop *Race Horse*, (Prize to the *Andrew Doria*) is now come in. I mentioned in a letter to Congress some time since a desire to fit this vessell out in the Service & I wish you wou'd procure such an order & that Lieut [Benjamin] Dun[n], whose birthright it is, be appointed to command her. He is the oldest Lieut in the service of Capt Biddle & Capt Isaiah Robinson w[ith] whom he sailed gave him the Character of a good officer. This Prize being an armed & commissioned Vessell of War belonging to King George the Officers and Seamen of the *Andw Doria* are entitled to the whole as also to a bounty on the Guns & Men which I will see to have justly settled and if the Congress order the Sloop to be fitted I will order the purchase of her when condemned. No Tidings of the *Sachem* yet, I fear she will not escape the Enemy for they are very thick on our Coast and have already taken several good cargoes from us. They are so post[ed] that Capt Biddle cannot possibly get past them and as this place seems now pretty secure I am not so anxious for him to run the Risque, as formerly, but had they come here with the British army I was determined to have made a bold attempt to push out every Vessell we had here & so give them the chance that was left. However we shall not get time to finish the whole whenever our Tradesmen return but at present we cannot go on



*Robert Morris*



for want of them and I have sent [torn] Boats of our whole Fleet up the River to be ready to assist our Army in crossing thither should any misfortune happen them. I wish most sincerely that our Tradesmen was [torn] we might finish the two Galleys & send them to molest the *Roebuck* & her Companions in the Bay, however we cannot perform all we wish let us do what we can & when Genl Howe is got the better of, we will turn our thoughts again to Marine affairs at present the Land Service affords us ample employment & will do so untill something decisive happens . . . I am perfectly satisfied to have Alderman [William] Lee joined with my Brother in the Continental business being convinced it will promote the Public good but at the same time such Commission or Compensation should be allowed as will be sufficient for two instead of one, and I am confident they will both earn what they are to receive. The quantity of Tobo we should ship to France ought to have no limit & sorry I am, that the vigilance of our Enemies, the scarcity of ships & seamen with many other causes keeps us from making the necessary progress, but our difficulties in this respect are almost insurmountable. I think we shall be in debt in every quarter, we must owe money in Martinico, St Eustatia & Cape Francois and I wish to remit to these places instantly if possible we must be heavily in debt in old France, if Mr. Deane succeeds & whether he does or not we shall otherways be in debt if the Goods ordered are shipped. As things are now circumstanced the chance of getting out Merchant Ships is against us, but I wou'd propose sending the *Lexington* & all our small cruizers into the West Indies with orders to carry their Prizes into the French Island & send proper powers to Mr. Bingham & to sell there in all cases that are clearly within the Laws of Congress, and in all probability these vessells will pay of[f] your Debts & provide fresh Funds for further importations. If [torn] you approve of this idea get the Congress to grant Mr. Bingham a Commission or to empower the Marine Committee to give him instructions suited thereto, it may be very useful & cannot hurt us in any [way] I hope

1. *Pennsylvania Magazine of History and Biography*, LXX, 188–192.

#### CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO JOHN HANCOCK <sup>1</sup>

[Extract]

Philada Jan 6th 1777

Capt [William] Hallock & his officers will go down to day to the *Lexington* but they must not go out in her unless an exchange is made.

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 68–71, NA.

#### MASTER'S LOG OF H.M.S. *Roebuck* <sup>1</sup>

January 1777	Cape May SBE $\frac{3}{4}$ E 1 Mile
Thursday 2d	AM at 7, heard the report of several Guns to the Etwd at 9 Punish'd Thos Warren Seaman for theft with 12 Lashes at 12 Weigh'd & made sail Fresh gales and cloudy P.M. at 4 Brot too & made the <i>Pearls</i> Signl for a Boat at 5 wore & made sail
Friday 3d	AM. at 11 Read the Articles of War &c to the ships Compy at 12 The light House NNW 7 Lgs



- Clear weather & hard Frost P. M at 5 Saw a Sail to the SW & gave the *Pearl* orders to chace & Brot too at 8 Light House NWbN 5 Lgs at 9 made sail
- Saturday 4th AM. at 6 Saw the *Pearl* bearing SWbW at the same time saw a sail to the So which made the Private Signl Do made the *Perseus* Signl to chace to the SE at 11 Shortn'd sail for the *Pearl* Light house WbN $\frac{1}{2}$ N 5 Lgs  
First part fresh gales and fair Latter Modt & Hazey P.M. at 2 Saw a sail to the SW & gave chace, at 5 Carry'd away A Fore top Mt Studg sail Boom at 6 lost sight of the chace in 2d Reef T. sails
- Sunday 5th A.M. Saw 2 Sail to the Eastwd & gave chace at 12 in chace Light House WNW 6 Lgs  
First part Modt & Thick with Snow Middle Squally Wr Latter fresh gales & fair PM. at 2 Fire'd 8 Guns at the chace & Tack'd at 7 Left of[f] chace finding we lost ground of her
- Monday 6th AM. at 10 Saw three sail to the NE & gave chace at 11 Brot too & Spoke the *Pearl* *Perseus* & their Prize made the Signl for Capts Cape Henlopen Light House NW 7 Lgs

1. PRO, Admiralty 52/1965.

JOURNAL OF H.M.S. *Pearl*, CAPTAIN THOMAS WILKINSON<sup>1</sup>

- January [1777] Cape Henlopen S85W diste 7 Leagues
- Saturday 4 AM at 3 Wore Ship.  $\frac{1}{2}$  past 6 saw a Sail to the SE. and gave chace. at 8 boarded the Sloop [she] proved to be the *Betsey* from Hispaniola, bound to Philadelphia.  
[Vari]able Wear PM close reefd topsails. Saw a Sail in the SE Quarter. Out all reefs and gave chace. at 6 split the Foretopsail, at 8 In 1st reef Maintopsl bent Fore Do and bent another
- Sunday 5 AM, out 2 and 1 Reefs Main & 1st Fore sail, at 8 Saw 2 Sail to Windward & one to the Southward.  
[Vari]able & hazey with Sleet. PM His Majs Ships *Perseus* & *Camilla* join'd us. At 5 shortened sail the land bearing from W. to NNW. 2 or 3 Miles. at 9 made Sigl and Tack'd [sou]nded from 12 to 8, then 9, 10, 11 & 12 fm
- Monday 6 AM Sounded from 4 to 13 fm at 6 the *Camilla* out of sight, at 8 saw a Sail in the SW quarter & gave Chace.  $\frac{1}{2}$  past 9 taken all aback. Fell overboard and was drown'd Wm Williamson Mariner. brot to the Chace which prov'd to be a Schooner from Messasippi<sup>2</sup> bound to Philadelphia. Joined company with the *Roebuck*.

1. PRO, Admiralty 51/674.

2. *Little John*, a recapture, carrying lumber and staves, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Monday, January 6, 1777

*Resolved*, That two months' pay be advanced to the seamen who will engage to serve on board the continental frigate *Virginia*, the same to be deducted out of their share of the prizes taken by the said frigate.

1. Ford, ed., *JCC*, VII, 14, 16.

APPRAISAL OF SHIP *Farmer* CHARTERED BY THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS <sup>1</sup>

Baltimore Town }  
Maryland } ss.

We John Smith, Jonathan Hudson and Daniel Bowley of Baltimore Town – Merchants being called upon by Archibald Buchanan and John Cornthwaite Copartner of John Brown in behalf of Willing Morris & Company to adjudge and value a Certain ship lying at Fells Point the Property of the said Archibald Buchanan and by him Chartered as P the Annexed Instrument of Writing the said ship called the *Farmer* –

Do Certify all whom it may Concern that We view'd and strictly Examined the said ship *Farmer* her Tackle apparel Boats and other furniture as now fitted for the Sea, and after such view and Examination we do adjudge the said ship *Farmer* to be worth and value her at the sum of Five Thousand Five Hundred pounds Current Money as Witness our Hands this sixth day of January seventeen hundred and seventy seven

Jn<sup>o</sup> Smith Jon<sup>a</sup> Hudson Dan Bowly

The above valuation was meant to be in Continental Money –

Jn<sup>o</sup> Smith <sup>2</sup>

1. Letters and Papers Relating to the Revolutionary War, 1776–1783, SCHS.

2. The *Farmer*, Captain Benjamin Dashiell, en route to France, with tobacco, was taken by H.M.S. *Brune* off the Virginia Capes on January 20, 1777. See Journal of H.M.S. *Preston*, January 20.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston] Monday [January 6, 1777]

The Board Mett according to adjournment –

Present Edwd Blake Esqr. first Commissioner

Geo Smith, Josiah Smith, Thos Savage [Esqrs.]

No. 18 Agreed to draw on the Treasury for the Following Sums in faviour of Hannah Ferguson for Board Lodging & Attendance on Jno Knowles Masters

Mate of the <i>Rattle Snake</i> 18 days a 30/. P day	£27 .. - .. -
--	---------------

No 19 For 40 days of the said Knowles a /. P day	30 .. - .. -
--	--------------

No 20 Agreed to pay Danl Connel foremast man on board the <i>Commet</i> 3 Months wages while in the Hospital	} 63 .. - .. -
--	----------------

No 21	In faviour of Jas Wright for 11 Bbbs Bread 1993 Nt. a £11	219 .. 5 .. -
No 22	In faviour of Jno. Tuke for 161w. Tallow a 5/. Cask 5/	40 .. 5 .. 0
		<hr/>
		£379 . 10 .. -

No 6 A Letter Recd from Capt Thomas Pickerin dated St. Nicholo Mole  
Decemr 14th 1776

A Letter was wrote to Capt Allen

Capt Edward Allen Charles Town January 5th 1777 -

Capt. Edward Allen, Sir.

The Commissioners of the Navy desire that you will  
Immediately have the Brigg *Comet* moved from Charles Town  
into Rebellion Rhoad, and take Care to keep your Men on  
board, and have the Brigg in Readiness to proceed to sea as  
soon as you posibly Can, & when Ready, to Advise the  
Commissioners

Edwd Blake first Commissioner

A Letter Reced from Mr. Dupuy as follows -

Sir

At the Request of Capt Pickering Commander of the Brigt  
*Defence* belonging to the State of Carolina, The Navy of which  
you have the Honor to preside over, I became Security for  
about four Hundred Pounds Sterling (the sum Cannot be  
Exactly Ascertained at this time, As the Authentic Accounts  
are not as yet Arrived from Jamaica) otherwise the Brigg  
would be detained here tho at very heavy Expences untill  
Security or some other Adequate Satisfaction could be Ob-  
tained, the Reason of this no doubt Capt Pickering has made  
you Acquainted with, I have not the least doubt but the  
State of Carolina will Reemburse me at a Convenient time and  
Confirm the very high Opinion I have of their Honor and  
Integrity And am very Respectly [&c.]

[Cape St. Nicolas] Mole 14th Decemr 1776

John Dupuy

To Edward Blake Esqr. first Commissioner of the Navy  
Belonging to the State of South Carolina Chas Town

Ordered that the first Commissioner do answer the above Letter by the  
Earliest Opertunity, And that he do buy and Ship on Accot. of the Public of this  
State as much Indigo as will amount to £400 Sterling to the address of the said  
Mr. Dupuy at Cape Nichola Mole

The following is an order of the Privy Council dated the 31st Decemr. 1776 -

Ordered that the Schooner *Constitution* be forthwith sold under the  
direction of the Commissioners of the Navy -

By Order of the President

John Colcock, Secretary

7 Jan.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 7 Jany 1777 AM

Voted That Mr [John] Brown write Capt [Tristram] Coffin to ship his lighter & most valuable Effects in small fishing Schooners charter'd by the Board, or in arm'd Vessells belonging to this State wch may be in the West Indies – see Letter Book –

Mr Caleb Loring waited on the Board & inform'd them he had a Schooner at the Whfe burthen about Sixty Tons with Four good Sails & Master & Hands on Board

Voted That the said Vessell be engaged & that Mr Loring immediately see Capt Johnson & have the Vessell appraised

Agreed to allow Capt [Nicholas] Bartlets Mate  $\frac{1}{2}$  Mons pay in France <sup>2</sup>  
Voted That Mr Savage Colo Walker & Mr Gray be a Committee to finish the Contract with Monsieur Pliarne –

Voted That Mr John Winthrops Ship & Cargo be taken on the Terms he offers them, provided he will run his Vessell up here & the Board like the Fish to be view'd by Colo Glover, the risque of the Fish here to be on Accot of the Board  
PM

Voted That Mr Brown draw Capt Isaac Bartlets sailing Orders – which were read & Accepted <sup>3</sup> – see Ordr Boo[k]

1. Mass. Arch., vol. 148, 98, 99, 100.  
2. Mate of the brig *Penet*.  
3. Master of the schooner *Plymouth*.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT PRIVATEER  
SLOOP *Revenge* <sup>1</sup>

1776	The Sloop <i>Revenge</i>	Jos Conkling Comdr	Dr
Octo 18	To 20 bar flour 36. .2. .0	@ 20/	£36. 10. .–
	To 3 bolts Oznabrigs 300 Yds	3/	45. .–. .–
Decr 19	To 4½ Gal Rum	6/	1. .7. .–
	To 2 bar Jamica Rum 53		
	To 1 Qr Cask ditto 42½		
	To 3 Gall ditto 3		
	98½	@ 10/	49. .5. .–
	To 2 barls 9/, 1 Iron bound Cask	15/,	1. .4. .–
	To 2 bar Melasses 64	3/6	11. .4. .–
	To 2 bar for ditto	4/6	9. .–. .–
	To 1 bar Coffee 182 lb	1/,	9. .2. .–
	To 1 bar Sugar 2.0.21	64/,	7. .–. .–
	To 876 feet boards	/1	3. 13. .–
	To 24 lb White Lead	1/3	1. 10. .–
	To 6 lb Red ditto	1/3	7. .6. .–
	To 2 qt Oile 4/ 5 qt ditto 10/,		14. .–. .–
	To Iron Hoops 3/ buckett 2/,		5. .–. .–

To 5 lb Brimston 5/	6½ lb Nails 9/9	14..9
To 1 Arm Chest		3. 10..-
To 1 Iron Cabbuse		9. 10..-
To 2¼ Ct Brick	@4/	9..-
To ½ bus Lime	6/	3..-
To 1 Deep sea lead	9½ lb	9..6
To 1 Old Topmast		10..-
To 1 Speaking Trumpet		5..-
To 1 Log & Line		12..-
To 12 powder Horns with priming Wires		
	@3/	1. 16..0
To 4 Cod Lines	7/6	1. 10..-
To 4 Qr paper	2/	8..-
To 1 Harpoon		6..-
To 1 bar Tarr		1. 16..-
To 3 Hour Glasses	1/8	5..4
To 150 Flints	4/	6..-
To 1 bar powder from Capt [Hoysteed]		
Hacker in the		
<i>Hampden</i>	165	
To 20 Qr Cask ditto	535¼	210..1..6
	700¼ @6/	

1777

Janr 7

To 19 Days Warfage	19..-
To John Boles Bill	24. 17..6
To Samel Latimers ditto	29..7..8
To Eb Goddards Bill	2. 18..8

Accot Rendered in	£458. 15..5
over charge in flour	3. 13..-

455..2..5

Settled with

John Hudson <sup>2</sup>

To 1 lb sheet Copper	@	
To 383 lb shakings	/2	3..3. 10
To pd Davd Manwaring for shop hire		2..-..-
Carried Forward		

1. Shaw Papers, Ledger 4, YUL.

2. Shaw owned the privateer, and Hudson was one of the bonders.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO GEORGE WASHINGTON <sup>1</sup>

Sir

[Philadelphia] Jany 7th 1777 --

I was this day honoured with your favour of the 5th instant which arrived in time to forward the enclosures by Post. We waited with impatience to learn the consequence of your late movements and have been highly gratified at the Same time we See plainly Some important event is Still to happen, the Enemy must mean to evacuate the Jerseys or to give you Battle the latter may be ruinous



in its consequences to either party and therefore its probable will only be sought for by those that have the superiority this we fondly hope will fall to your lot. If joined by General Heath and Genl McDougall and the Jersey Militia as we are taught to expect will be the case should they loose a Battle or evacuate Jersey, surely they cannot afterwards make out a decent Paragraph for [Hugh] Gaines infamous Paper after being out Generald and obliged to abandon the Country they thought themselves securely possessed of.

Your Excellency will find enclosed a paper herein, drawn up by a Captain [William] Gamble lately a Prisoner on board the Fleet in New York, he declares that the treatment of both sea and Land Prisoners in that place is shocking to humanity. This man deserves Credit, and his Account of their ill usage is confirmed by all the Prisoners that come from thence, as to the information he gives at the Bottom of his paper he Says he will forfeit his life if every title of it is not as near to the truth as possible for an inquisitive man in his Situation to come at.<sup>2</sup> We think this would be a good time to remonstrate to Genl Howe and Ld Howe against the base usage our people meet with and to threaten immediate retaliation on the British Prisoners in Our possession if they did not alter their conduct. It is probable Genl Howe may Say it is Contrary to Orders and not with his Knowledge if our people Suffer but this is not Sufficient our poor Soldiers and Sailors are perishing for want of food, fresh Air and Cleanliness, whilst those of theirs in our possession are feasting on the fat of this Land. They have Said we treat them well through fear. It is time to convince them we are not afraid, although we are actuated by principles of humanity, but these principles now dictate the necessity of Severe Usage to British Officers in particular that they may here after make it a point for their own Sakes to see proper care taken of those that fall within their power. depend on it good sir we do not write in this state to gratify any feelings of our Own, they are all repugnant to what we propose.

Lieut [James] Josiah has just called on us and confirms the Account of Ill usage &c he Says he was exchanged for Lieut [George] Ball and that no person has been given up for Lieut [Richard] Boger now in New York.<sup>3</sup> There is a Captain Bourke [William Burke] that was formerly Capt [John] Manl[e]ys Lieut in his Successful Cruizes. Bourke succeeded to the command of Manlys Vessel, was taken by the *Liverpool* Frigate to which Mr Boger belongs and Capt Bellew Sent Bourke to New York for the express purpose of having him exchanged for Boger, and as he is Said to be a very good officer has been ill used and Suffered a good deal We dare Say your Excellency will demand his release by the first Flag.

We have the honor to be Your Excellency [&c.]

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776–77), 133, 35–37, NA.

2. Gamble commanded the schooner *Colonel Parry* which was captured by H.M.S. *Orpheus* on November 7, 1776, PRO, Admiralty 51/650 and PRO, Admiralty 1/487.

3. For the capture of Lieutenants Ball and Boger see Volume 4.

#### CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO JOHN HANCOCK <sup>1</sup>

[Extract]

Philada Jany 7th 1777 12 oClock

. . . The Continental Schooner *Georgia Packet* arrived last Night from Georgia & the Captain says he did not see any Men of War in our Bay, We hope

they may be gone for N York again but must send down to See before any Move-  
ments can be made with our Shipping and We fear being interrupted by Ice. . . .

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 77-79, NA.

WILLIAM RICHARDS TO THOMAS WHARTON, JR., PRESIDENT OF THE  
PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

Sir,

Philada. Janry 7th 1777.

Many are the regulations that are wanting in the Fleet that must come from  
your Board, if you Expect they will be attended to.

In the Painting the Vessels there is great waste for want of a Painter  
which should be a man on Pay that must follow your Directions in a general  
manner. I think Every Vessels Bottom ought to be pay'd up to the Bend with  
Turpentine, Brimstone & oyl. which is a fine Coat for fresh water, and not part  
of the Bottom to be pay'd with White Lead, and that to be put on by People  
who do not understand it. is a very great waste, the inside to be painted  
with Spanish Brown, Venetian Red, and black, the Cabins to be a stone Colour,  
the Barge to be the same colour as the outside of the Galley is Except the stern  
sheets, that to be painted red and blue. This regulation will save a deal of monies.

I beg that as soon as the Vessels are laid up the Commodore may be desir'd  
to fix a general Indent for the Boats, that to be Printed with orders that when  
any thing is wanted by Gunner, Boatswain, and so on to Every officer, that  
he shall make it plain to said Commander, what is become of it, or how ex-  
pended. as those matters occur to me I will mention them. remain your [&c.]

Wm. Richards<sup>2</sup>

Directed. Mr. Thomas Wharton, Junr prest at Dr. Nesbits.

1. *Pennsylvania Archives*, 1st series, V, 169-70.

2. Richards was ships' husband for the Pennsylvania Navy.

DIARY OF CHRISTOPHER MARSHALL<sup>1</sup>

[Philadelphia] 7th Janry 1777

. . . the Gondolas returned to this City and brought Some Tory prisoners  
with them taken in the Jerseys it was the Severe freezing upwards that brought  
the Gondolas down:

1. Diary of Christopher Marshall, HSP.

JOURNAL OF H. M. S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE<sup>1</sup>

January 1777.

Cape Henlopen Lighthouse NNW 4 Leags

Tuesday 7th

At 8 A M Chaced p Signl from the *Roebuck*, Cape May  
NWbN 2 or 3 Leags at Noon in Chace.

Do [Fresh gales and squally] Wear P M Split the Jibb,  
unbent do and bent another At 4 came up with the Chace  
which proved the *Speedwell* Sloop from Georgia for  
Philadelphia.<sup>2</sup>

1. PRO, Admiralty 51 688.

2. *Speedwell*, John Hazard, master, with a cargo of rice, indigo and skins, Howe's Prize List,  
May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Tuesday, January 7, 1777

*Resolved*, That two months' pay be advanced to the men on board the *Lexington*, as a gratuity for their services, in rescuing from the enemy, and bringing in, the *Lexington*.

1. Ford, ed., *JCC*, VII, 17.

CAPTAIN GEORGE COOK TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Honble Gent.

Baltimore January, 7th 1777.

I wrote you from Philadelphia wherein I inform you of the People's deserting and entring in the Land service there is upwards of Forty that did not return and those who did say their time of Entry is Expir'd which I cannot Contradict not being able to get the time of their entry from Mr [William] Turnbull, 'tho repeatedly, have asked for it, this uncertain Condition Causes a great Perplexity, however from every Circumstance I think it best to Settle with the whole of them and Endeavour to reenter as many as Possible I can, the Frigate has opened a Rendevous, by which means they Got the most of the Seamen in this place,<sup>2</sup> it would Enable me to get men for the Ship much Sooner If you should approve of our opening a house of that kind likewise.<sup>3</sup> I arive here on Saturday and should have wrote you sooner, but thought of waiting on you which I now have declin'd, as I expect to have one side of the Ship out Tomorrow and properly Cleaned this week, – I intend to Engage the Seamen for the Ship during the Warr if Possible, but hope you'l be pleas'd to write me fully the manner you'l have them enter'd, and what Encouragement they may expect as to Prize money, which bears great weight with them, for should it be less than in the Continental service, it will be with difficulty they'l Enlist. I shall use my utmost Endeavour to get the Ship ready as quick as Possible, your letter to me wherein you directed me to Employ an Attony to put in a Claim for the snow *George* I did not recieve 'till the day I set out for Philedelphia the hurry in Setting of[f] prevented me from Speaking to Mr [Archibald] Buchanan to do it, so that there was no Claim laid – An Appeal to Congress will be easily done by a few lines from you to Mr [Samuel] Chase or who Else you may approve of – I have the Honor to be [&c.]

Geo: Cook.

P: S: I should have inclosed you a list of those deserted at Philedelphia but have not one m[ade] out, but shall send one by the first Opertunity & should be glad to know wether I shall Advertise them or not

G C.

1. Red Book, XVII, Md. Arch.

2. Continental frigate *Virginia*, Captain James Nicholson.

3. To recruit for the Maryland ship *Defence*.

JOURNAL OF THE VIRGINIA COUNCIL <sup>1</sup>

[Williamsburg] Tuesday January 7th 1777

On the recommendation of the Navy Board It is Ordered that a Commis-  
sion issue to William Ivey Gentleman appointing him Captain of the Sloop *Liberty*  
in the room of Captain Walter Brooke

1. McIlwaine. ed., *Journals of the Virginia Council*, I, 305.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Tuesday 7th January 1777—

Mr James Maxwells Proposals of the twenty third of November last for superintending the different Shipyards, also the Building Rigging and equipping for Sea the Vessels belonging to the Navy of this Commonwealth and for inspecting into such Vessels as are at present under repair and those that may be hereafter Repaired to inform the Board the state & situation of the Vessels and other matters respecting the Navy under his direction and to follow such Orders and Instructions as he may receive from Time to Time from this Board respecting the Navy was produced and read, whereupon the Board agreed to give the said Maxwell for the aforesaid Services the Sum of three hundred Pounds P Annum to be paid him in Quarterly Payments he the said Maxwell paying all his Expences except his Ferriages, And It is Ordered that the said Maxwell be paid from the said twenty third day of November. —

1. Navy Board Journal, 152–54, VSL.

THOMAS WARNER TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

(Copy)

Sir,

Saint John [Antigua] January the 7th, 1777

Sometime in the beginning of the last Month the Owner of an Armed Sloop laid a State of a Case before me for my opinion, and as the duty of my profession, and the Solemn Oaths I have taken in Conformity to the Acts of this Island, oblige me to give my Clients my Opinion according to the best of my knowledge and learning in the Laws of Great Britain, and the Laws of this Island, I therefore answered the Case, which was laid before me, and I now presume to lay that Case and Opinion before you, and I am extremely Concerned to be informed that the Sentiments which I entertain with regard to Captures and Re-Captures made by Armed Non Commissioned Vessels are so very dissatisfactory to, and So much disapprov'd of by you, but I hope when you Consider the Reasons, which I now give in Support of that Opinion, they will remove that displeasure and dissatisfaction. —

In Answer to the first Query made in the Case, I have given it as my Opinion, that an Armed Non Commissioned Vessel has a right to take the Ships and Vessels, which are found trading contrary to the 16th of his present Majesty, Intituled, an Act to prohibit all Trade and intercourse with the Colonies of New Hampshire &ca, for that all His Majesty's Subjects have a right to Annoy his Enemies, and to take from them their property, and by the Laws of Nations such Property became theirs, who took it, but the Law of Nations is now altered, and the property of the Enemy so taken becomes expressly forfeited to his Majesty by the first Clause of the said Act, and whatever Shares the proprietors of Non Commissioned Vessels may be intitled unto in Captures made by such Vessels proceeds entirely from his Majesty's bounty, as such Captures must be Considered as Droits of the Admiralty; but if there was not any such Act the property of the Enemy would belong to the King.

That it appears from Grotius book 3d Chap. 6th sec 2d That by the Law of Nations not only he that makes War for a just Cause, but every Man in a



Solemn War acquires the property of what he takes from the Enemy without Rule or Measure, but the Law of Nations in this respect is intirely altered, and all Captures made from the Enemy belong to the Sovereign, or to the State that employed the Captors, and if such Captors have any share of the Prize the same proceeds from the Condescension, or Grant of the Sovereign, which may be enlarged or abridged as Occasion Serves. Molloy de Jure Maritimo & Navali Chap. 13th Sec. 10th And the Parliament of Great Britain have, for the Encouragement of the Officers and Seamen of his Majesty's Ships of War given them by the said Act of Parliament Sole property of all Prizes Seized, and taken by them, to be divided in such proportion and after such manner, as his Majesty shall think fit to order and direct by his Proclamation or Proclamations but neither the Act of Parliament nor his Majesty's Proclamation has taken away his Droits of the Admiralty, And I am of Opinion with very very great deference and Submission to you, that all Vessels and their Ladings taken trading Contrary to the said Act of Parliament by Non Commissioned Vessels are Droits of the Admiralty, and this appears Clearly by the first and third Instruction[s] among many others to be observed by the Receiver of the Rights and Perquisites of the Admiralty, for by the first of those Instructions it is expressly laid down, that all Ships and Vessels and Goods of all Enemies met at Sea, and Seized by any Vessel Non Commissioned are Droits Appertaining to the Office of Lord High Admiral, and by the other of those Instructions it also Manifestly appears, that any Prize taken by a Non Commissioned Vessel becomes entire Perquisites of the Admiralty. – And by one of his Majesty's Instructions to his Commanders in Chief of these Islands, he is expressly directed to be aiding and Assisting to the Receiver of those rights and Perquisites, in recovering the same, in which are included the Effects of Pirates; And his Majesty by that Instruction expressly orders his Attorney General also to be aiding and Assisting in Recovering the Same. –

I have also in my Answer to the first Query made in the said Case, given it as my Opinion, that if any Vessels and their Cargos are retaken from the Rebellious Subjects, by any Armed Non Commissioned Vessel, that the Recaptors of such Vessels and their Cargos so retaken, are intitled to one Eighth part of the true Value thereof, expressly by virtue of the said Proviso in the said Act, And I do with the greatest Submission to you, think, that this is most evident by the said Proviso in the said Act, which enables not only his Majesty's Ships of War to make Recaptures, but all other Ships, Vessels or boats under his Majestys Protection and Obedience

In Answer to the second Query made in the said Case, I have given it as my opinion, that if a Non Commissioned Vessel, takes any Ship or Vessel fitted out by the Rebellious Subjects as a Privateer, that such Ship or Vessel will be Considered as the property of Pirates, and will be forfeited to his Majesty, and such forfeiture must be Considered as Perquisites of the Admiralty, and that they are so, appears Clearly from the Copy of one of the Instructions from his Majesty to his said Commander in Chief, and also by the Ninth Instruction to the Casual Receiver, Copies of which Instructions, I now trouble you with. – That his Majesty's Rebellious Subjects, who have fitted out Privateers under Commissions from the Congress are Pirates, is plain from the Act of 11th & 12th Wm 3d Chap.



7th, Intituled An Act for the more effectual Suppression of Piracy, by the 8th Clause whereof, if any of his Majesty's Natural born Subjects or Denizens shall Commit any Piracy Robbery &ca against other his Majesty's Subjects upon the Sea under pretence of Authority from any person whatsoever, such Offenders shall be deemed pirates, Fellons & Robbers and being Convicted thereof shall suffer death and loss of Lands Goods &ca

In Answer to the third Query I have given it as my opinion, that if a Non Commissioned Armed Vessel should take any Ships or Vessels and their Cargos trading Contrary to the Act of Parliament, that such Capture immediately vests the property of the Prize in his Majesty as Droits of the Admiralty, and that a Subsequent Capture thereof by any of his Majesty's Ships of War, although made upon the High Seas, before such Ships or Vessels and their Cargos were brought by such Non Commissioned Vessel into any Port Creek or Road of Great Britain, Ireland, or the Colonies, or within Gun Shot of any Castle or Fort belonging to his Majesty, will not divest his Majesty of such right, but altho' I have lived in this Island ever since the Year 1742, I never knew an Instance, where this Question was ever litigated between his Majesty and his Ships of War. —

I do not look upon the prohibitory Act in the light of a solemn declaration of War between two Nations, but that the same is Calculated for the purposes mentioned in the preamble of the Act, Vizt For the more Speedily and effectually Suppressing the wicked, and daring designs of his Majesty's Rebellious Subjects in such Act mentioned, and preventing any Aid Supply or Assistance being sent to the Colonies mentioned in the said Act during the Continuance of the Rebellious and treasonable Commotions there, And I shoud apprehend, that any of his Majesty's Loyal Subjects might with Impunity contribute to the Carrying the Intention of the Act into Execution, by taking the Ships and Vessels of such Rebellious Subjects trading Contrary thereto, and bringing them into any of his Majesty's Colonies in America, in order to be proceeded against in his Courts of Vice Admiralty there as perquisites of the Admiralty, and Should his Majesty think that such Captures are illegal, he will withhold the bounty he usually grants to the Captors of the Rights and perquisites of the Admiralty, for their expence and trouble in taking the Same.

As his Majesty is intituled to all Vessels and their Cargos which are taken trading Contrary to the Act, there can be no danger, that such Captures are Collusive ones, so as to open the trade to and from the Rebellious Colonies, for it can never be Worth the While of the Inhabitants of those Colonies, or of other persons trading to and from the Same to throw themselves in the Way of being taken by Armed Vessels, for they can never expect any Emoluments from such Collusion, nor can the Captors be any way benefited by such Captures, further than from his Majesty's bounty. — I beg pardon for having trespassed thus long upon your time and patience, and humbly Submit the Reasons, which I have given in support of my opinion to your Consideration, and I shall think myself happy in Receiving Instructions from England how to Conduct myself for the future upon Occasions of the like Nature with the present, should you Condescend to represent this Matter to their Lordships of the Admiralty. And I am extremely Unhappy, that the duty of my Province, as his Majesty's Attorney General, and that of being the Deputy of The Honorable, and Reverend Robert Cholmondely, Surveyor & Auditor Gen-

eral of all his Majesty's Revenues arising in America, should oblige me to interfere with regard to the Captures of Prizes made under the Prohibitory Act by Non Commissioned Vessels. I have the honor to be with the greatest respect, Sir &c.

Thomas Warner.

1. PRO, Admiralty 1/309.

8 Jan.

CAPTAIN SIR GEORGE COLLIER, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir *Rainbow* at Halifax 8th Jany 1777

I think it a Duty incumbent on me to represent to their Lordships that an empty Transport called the *Tartar*, whereof one Bussel is Master, was brought into this Port about five Weeks ago, by a part of the Crew, after She had been taken by a Rebel Privateer, in her way to Cork, from New York.

The Cowardice, & other very bad Behavior of the Master, appeared to every body in such a Light, as to induce me to write to the Attorney General of this Province upon it; who examind the Crew upon Oath; His Opinion resulting from the Examination, I have the Honor to enclose herewith, in the Copy of his Letter to me: (No 1)

The State of this Affair is likewise enclosd in No 2 for their Lordships to determine whether, or not, this Man is deserving to be entrusted again on the Account of Government: His Ship (which it seems is his own Property,) sails from hence for Cork, with the Convoy this goes by, for another Cargo of Provisions for the Army; agreeable to verbal Orders the Master says He receivd from one of the Agents at New York.

I have the Honor of sending this Letter to the Board, by the Transport, *Two-Brothers*, which Lord Howe orderd round here some little Time ago, for an Hospital Ship; with Permission to me to dismiss Her when She was no longer wanted: I have therefore (as the Hospital for Seamen is established upon Governors Island) directed the Master to proceed with Her to Spithead or the Downs immediately & remain there till their Lordships Pleasure is Signifyd to Him.

As I imagine Commissioner Arbuthnot (who as Lieut Governor is better acquainted with Facts) will give their Lordships an Account by this Opportunity of the imbecile Attempt of an inconsiderable Number of New England Banditti, against His Majs Garrison of Fort Cumberland at the extremity of this Province, I shall only acquaint their Lordships that I sent H M Ss *Vulture* & the *Hope* & *Diligent* armd Brigs up the Bay of Fundy, with Orders to co-operate with Colonel Goreham in every Measure for his Majesty's Service; & for the further Defence of the Fort, the *Lizard* saild from hence shortly after, with all the *Rainbows* Marines, which together with her own Detachment, She has since landed at Fort Cumberland, on the Requisition of the Commandant, Colonel Goreham.

But as Major Batt in a Sally from the Fort struck such a Panic into the Rebels, that they fled with the greatest Precipitation, (& have thereby left this Province without further Apprehensions of being invaded again, for the Winter,) I have requested General Massey to send an Order to Fort Cumberland for the return of the two Detachments of Marines, which He has complyd with; & as the Harbor of Cumberland is now frozen up, they are to return to this Place by Land.

I am sorry to inform their Lordships that the *Union* Transport with a considerable Sum of Money on board, & Cloathing for the Troops at Quebec, has not been able to make her Passage, & is gone to New York; the *Nottingham* India-Man loaden with Provisions likewise for Quebec, is now here, the inclemency of the Weather forcing Her to bear away for this Port; & the *Mellish* Transport with Cloathing for the Army in Canada, is taken by a Rebel Privateer calld the *Alfred* & carried into New England; I think it my Duty on this occasion to mention to their Lordships, that very lately when the *Millford* chaced this *Alfred*, She made the private Signal to the *Milford*, which the Admiralty has been pleasd to give to each of His Majestys Ships who were bound to America; the Rebels being in Possession of those Signals, I have given the enclosd ones to each of the Kings Ships upon this Station, a Copy of which, I take the Liberty to send herewith; (No 3) as I likewise have, to Lord Howe at New York.

Capt [John Lewis] Gidoin in the *Richmond* not being able to get up the River St Lawrence, came in here, about a Month ago; I have received on board the Ship I command, the Treasure (amounting to Eleven Thousand Pounds) which He had for Canada & shall take the earliest Opportunity of sending a Man of War up with it to Quebec (& likewise to convoy the *Nottingham* to the same Place,) as soon as the Season of the Year will possibly admit of their making the Passage. I am Sir [&c.]

Geo Collier

I beg leave to add that the enclosd Intelligence in the Paper markd No 4 I believe authentic, & to be depended upon

[On separate sheet] Paper No 3 mentioned in the inclosed of Sr Geo: Collier of 8th Janry 1777 did not come out of Bd Room wth the others – C: W:

1. PRO, Admiralty 1/1611.

PETITION OF JACOB EATON AND JOSEPH BERRY TO THE MASSACHUSETTS  
GENERAL COURT <sup>1</sup>

Boston Janry 8th 1776 [*sic* 1777]

To the Honble the Council and Honble House of Representatives of the State of Massachusetts Bay in General Court Assembled

The petition [of] Jacob Eaton of Bristol and Joseph Berry of Topsham in the County of Lincoln in said State

Humbly sheweth

That they were taken by Men of War belonging to Britain vizt the said Eaton the 5th of November 1775 and the said Berry in August 1775 & brought into the Port of Boston, afterwards they were put on board the *Boyne* Man of War to help Work her home to England & they arrived safe in Plymouth, & from thence your petitioners ran away and got to France, where they Entered on board a Continental Vessel bound to America. That on their passage they were taken off the Capes of Philadelphia & carried into New York, from New York they got to New Haven & there obtained a pass to get home.

And your petitioners being now about two hundred Miles from home & Neither Money nor Cloathing & being now in their own State from which they were taken having lived upon Charity ever since they left New York –

They humbly pray your Honors would be pleased to take their distressed case into your Compassionate consideration, & to Grant them a Supply of Money & Cloathing to get home to their Families, or relieve them in such other way as your honors in your known Wisdom shall see Meet —

And as in duty bound shall pray &c

Jacob Eaton

Joseph Berry

1. Mass. Arch., vol. 180, 281–281a.

# JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Wednesday, January 8th 1777.

In Council. Whereas by a Resolve of this Court passed Decr 10th 1776, all Persons are prohibited from exporting from this State any Sugars more than are sufficient for the use of the Men on board the Vessels by which the same may be exported.

And Whereas, there are considerable Quantities of Sugars in this State, and our Brethren in the other United States stand in need of a supply of said Articles and this State has occasion for many Articles of their Produce.

Therefore Resolved, That any Vessels that may be bound from this Government for any of the United States, shall be, and is allowed to carry Twelve Hhds of Sugar each to contain not more than Twelve hundred weight (Gross hundred) for every One hundred Tons she measures, and no more, and so in proportion for a greater or less Number of Tons, provided the Owner of such Sugars, or the Master of such Vessels shall enter into Bonds, with good, and sufficient Sureties, being Inhabitants of this State, in double the Value of such Sugars permitted to be exported as aforesaid, with the Naval Officer, or where there is no such Officer, with the Committee of Correspondence, Inspection, and Safety of the Port, or Place wherein such Vessel lies, payable to the Treasurer of this State, conditioned that said Vessel shall within Four Months from the Time of her Departure from this State, unless prevented by unavoidable Accidents, import in this State Articles and Commodities, to the Amount of the Net proceeds of such Sugars, of the Growth, Produce, or Manufacture of some of the other United States, Articles of Cloathing, Naval Stores, Hemp, Duck, Cordage, Salt, or Warlike Stores, and the several Naval Officers, and where there are no such Officers, the several Committees of Correspondence, Inspection, and Safety are hereby required and directed to conduct themselves accordingly.

In the House of Representatives. Read, & Concurred.

In the House of Representatives. Resolved, That the Establishment for the Officers, Seamen, and Marines to serve on board the arm'd Vessels fitted out by this State, the ensuing Year, be as followeth. — viz. —

A Captain	Fourteen Pounds eight shillings
A Lieutenant	Seven Pounds four shillings
A second Lieutenant	Seven Pounds
A Master	Seven Pounds
Masters Mate	Four Pounds ten shillings



Second ditto	Three Pounds
Boatswain	Three Pounds eighteen shillings
Boatswains Mate	Two Pounds, fourteen shillings
Gunner	Three Pounds eighteen shillings
Gunners Mate	Two pounds fourteen shillings.
Surgeon	Six Pounds ten shillings
Surgeon's Mate	Four Pounds
Carpenter	Three Pounds eighteen shillings
Carpenters Mate	Two Pounds fourteen shillings
Cooper	Two Pounds fourteen shillings.
Armourer	Two Pounds fourteen shillings
Sail Maker	Three Pounds.
A Prize Master	Three Pounds
A Pilot	Four Pounds.
Two Quartermasters to each Vessel.	Two Pounds, ten shillings } each }
A Cook	Two Pounds, ten shillings
A Captains Clerk	Three Pounds twelve shillings.
A Steward	Three Pounds
Master at Arms	Two Pounds fourteen shillings.
Drummer	Two Pounds twelve shillings
Seamen each	Two Pounds eight shillings
Boys	One Pound four shillings

Resolved, That the Officers, Seamen, and Marines in the Sea Service of this State shall be intitled to One half the Nect proceeds of all Captures, that shall be by them made from and after the last of December 1776, and shall be finally Condemned; to be distributed among them in the following Manner – viz

A Captain	Six Shares
A First Lieut	Five Shares
A second Lieut	Four Shares
The Master	Three do
The Mate	One, & a half do
The second Mate	One, & a half do
The Boatswain	One, & a half do
The Boatswains Mate	One, & a Quarter do
The Steward	Two Shares
The Gunner	Two do
The Gunners Mate	One, & A Quarter do
The Carpenter	Two do
The Carpenters Mate	One, & a half do
The Cooper	One & a quarter do
The Armourer	One & a quarter do
The Sailmaker	One & a half do



A Prize Master	Two Shares
Captains Clerk	One, & a half do
Master at Arms	One & a quarter do
A Pilot	One & a quarter do
Two Quarter Masters to each Vessel	One & a quarter each
The Surgeon	Three Shares
The Surgeons Mate	One, & a half do
The Cook	One, & a half do
The Drummer	One & a quarter do
The Seamen, & Marines	One share each
The Boys	half share each.

Resolved that each Non commissioned Officer, Seamen & Marine, who shall inlist into the Sea Service of this State, shall receive One Months advance Wages, at the time he shall pass muster, and shall have his Wages paid at the end of every three months, or as soon afterwards as they shall arrive in some port in this State –

Resolved that the Rations for the Officers, Seamen, & Marines be as followeth, viz.

On Sunday	1 lb bread, 1 lb beef, 1 lb potatoes, or Turnips –
Monday	1 lb bread, 1 lb pork, half pint peas, 4 oz Cheese –
Tuesday	1 lb bread, 1 lb beef, 1 lb potatoes or Turnips, and pudding
Wednesday	1 lb bread, 2 oz butter, 4 oz Cheese & half pint of Rice
Thursday	1 lb bread, 1 lb pork, & half pint of peas
Friday	the same as Tuesday
Saturday,	the same as Monday.

half pint of Rum p Man every Day and discretionary allowance on extra Duty, & in Time of Engagement a pint & half of Vinegar for six Men p Week –

Resolved that in case any Officer, Seaman, or Marine has, or shall hereafter Desert from any Arm'd Vessel in the Service of this State shall forfeit to, and for the use of this State all the Wages that may be then due to him for his Service on board the Vessels aforesaid, And also all his part of Prize Money due to him at the time of his desertion, One half to, & for the use of this State, and the other half to be divided among the Officers, Seamen, and Marines agreeable to the several proportions stated as aforesaid.

Resolved, That the Agents for the armed Vessels fitted out by this State, be, and they hereby are directed to conform themselves according to the foregoing Resolves.

And Whereas some of the Armed Vessels in the Service of this State, are now out on a Cruise, and may not soon return. –

And Whereas the Inlistments of the Officers, Seamen, & Marines on board them, expired on the last day of December last, it is Resolved, that the foregoing

Establishment shall take place from, and after the said last day of December aforesaid. —

In Council Read & Concurred.

Consented to by 15 of the Council.

1. Mass. Arch., vol. 36, 410, 411–12, 415–17.

DEPOSITION OF JAMES SEMPLE, A PASSENGER ON BOARD THE PRIZE BRIGANTINE  
*Countess of Eglington*<sup>1</sup>

The Deposition of James Semple of Irvine in Great Britain, of lawful age is as follows —

That on the 25th Day of November 1776 being a Cabin Passenger on board the Brig *Countess of Eglington* Bound from Glasgow to Antigua. About ten in the Morning I saw two Sail off our Lee Quarter at such a Distance we could not see their Hulls after a while I discovered they stood after us & that they were both Sloops we varied our Course to get Clear of them but perceived the small Sloop came fast up with us, particularly so after she got into our wake it was my own opinion & likewise heard them men belonging to the Brig say they thought the large Vessel did not set so much Sail as the other did in the Chaise. the little Sloop still gain'd on us. between four & five she was so nigh us as we could see she was an armed Vessell at or about five we could number her Guns from the Deck & see her men we hoisted our Colours & I myself fired three Swivell Guns as I was going to fire the fourth the Capt of the Brig looking thro' his Glass saw them on board the *America* hoist their Jack to the Mast Head & saw the Stripes very plain being vexed at the Sight he called to fire no more now they had shewn their Colours (and struck the Glass on the Taffle rail which broke it) we hauled down Our Colours but still kept making all the Sail we could [but he] ([t]he small Privateer) came up under our Stern & fired a Shott which went thro' several of our sails we immediately hauld down our main Top Gallant & Royall sails likewise hove the Vessell too, the small Sloop came under our Lee haild us from whence come we answer'd Glasgow he then ordered us to back our main Top Sail afterwards to hoist our Boat out & send her on board his Vessel the Boat returned laden'd with their People a Leut & Prize Master stopt some time till the Capn of the Brig got his Papers & drank some Porter with the Leit & Prize master the Boat then took him on board the Privateer & returned with some more of their Hands to help hand the Brig Sails the Sails were Clued up & all I have mentioned done before the large Sloop came up with us & haild us at the Time she haild us it was so dark we could not distinguish one from another on board of her & I often heard the Captain & People say belonging to the Brig (during the Chaise) that in the [ir] Opinion the large Sloop would not have got us & it is my humble oppinion she never would have troubled us had the small Privateer let us go on. the Distance I think the *Retalliation* was from us when We struck was about five or six Miles What Convinces me more in that Oppinion is the Work we did & the rate we was going at I immagine we were going 5 Nots at the Time we Struck if the large Sloop would have took us She

must have been going quicker & I am Certain she was more than an hour of Coming up from the Time we hove too to Capt [William] Dennis & took in our Sail

James Semple

Questions asked by Joshua Babcock. } Did the Sloop *Retalliation* fire any Guns in the C[h]aise  
 Answer No.  
 Did you hear Capt Read say what distance he judged the Sloop *Retalliation* was off when he the said Reid struck to Captain Dennis –

Answer, Yes I think he said five or six Miles when the little Sloop was near enough to discover she was an American Vessell by her Colour & of force by her Guns he seemed much vexed & said had it not been for her he should have escaped the large Sloop.  
 Quesn Have you heard the Boatswains Mate say any thing of his setting Sail on board the Privateer *Retaliation* during the Chase?

Ansr During the Passage Home I have heard Him relate the Story as follows. – That he went aloft of his own accord to sett Top Gallant Sail the Officers of the Privateer was much offended at him & asked what Buissness he had to set a Sail without Orders. he said he wanted to over take the Brigt they took hold of him & threatned to put him in Irons the people who were rowing took in their Oars & would not let it be done –

Quesn Was there any Dispute between Capt Hood the Prize Master & Mr Blevin the Mate about Command during the Passage home?

Ansr Not untill we came in with the Land & then they had a Dispute each of them Claiming the Command which rose to such a Height that Blivin told Hood he was his man at Sea or on Shore & mentioned something of his taking one side of the Binacle & Hood the other. –

The People on Board the Brigt belonging to the different Privateers were with difficulty kept from fighting some Blows did pass

Quesn Was there any Conversation between Blevin & you about the Owners of the different Privateers on board the Prize?

Ansr I heard Blevin as well as others of their People say that the Owners of the small Privateer were People of little or no Consequence & so many of them that their Shares would not be more than a Timber head a Piece & that they had but one Owner & he was one of the first People in the Country & a great Merchant –

Quesn Had you any Freight on board the Prize Vesell?

Ansr No, no concern with her only as a Passenger & my Cloaths on Board

Quesn by Jno Brown } What distance from the Brigg did Capt Reid enter in his Journal  
 the Sloop *Retaliation* to be at the Time the small Sloop got a long side of him

- Ansr [None in document]
- Quest How was the Wind when you first saw the two Sloops & what Course was you Stearing?
- Ansr I dont know we was going large without stearing sails out –
- Question Are you used to the Seas, or so much as to know your Compass or Stear a Vessel?
- Ansr I have steared the Brig *Countess of Eglington* & know the Compass –
- Quest What Point of Compass did the Sloops Bear from you when you first saw them & or what Distance
- Ansr I dont know what Point they were off our Lee Quarter & I suppose about three leagues I took no particular notice of them for some time –
- Quest Did you or did you not alter your Course from the Time you first see the two Sloops to the time you was taken –
- Ansr Yes we varied our Course.
- Quest: What distance do you suppose the two Sloops was apart when you first see them –
- Ansr I could be no Judge they were both so far from us & the one being so much larger than the other that tho' the little Sloop had been nigher to us it would not have appeared so I paid so little attention to them at first I could be no Judege. After I saw they got into our Wake I kept looking at them every other minute –
- Quest Which Sloop did you understand first discover'd your Brig
- Ansr [None in document]
- Quest When you altered your Course in the Brig did it Carry you fartherest from the large or small Sloop?
- Answer In my oppinion fartherest from the large Sloop we altered our Course often
- Quest Was the large Sloop in sight all the Time from your first seeing the small Sloop till you struck?
- Ansr Yes –
- Quest by }  
Joshua }  
Babcock } What Conversation did you hear had passed between some of the People on Board the Sloop *Retaliation* during the Chase –
- Ansr Get safe off –

James Semple

State of Rhode Island & Providence Plantations Providence ss In Providence in the County of Providence – January 8th 1777 AD The above & a fore named James Semple in his own proper Person came before me the subscriber a Justice of the Peace in & for said County: & after being examined & duly cautioned to testify the whole Truth & nothing but the Truth, mad[e] solemn Oath that the foregoing Deposition, which was written, compos'd & subscribed by him with his own hand in my presence and all the several Answers to the Questions subjoind which were also written & subscribed by him with his own hand, contain the whole



Truth & nothing but the Truth in all Parts thereof which Deposition & answers were taken at the Request of Adam Babcock to be used in a Prize Cause wherein the said Adam is libellant, against the Brig *Countess of Eglinton* & her Cargo, & John Brown & others are Clamants, as Captors of the said Brig & Cargo in Company, which Cause is pending to be tried, at the Maritime Court, to be holden at Plimouth & in the County of Plimouth for the southern District in the State of the Massachusetts Bay, on the seventeenth Day of January A. D. 1777.

The said John Brown was legally notified of & was present at the Caption.<sup>2</sup>

Before me John Foster Jus: Peace  
True Copy attest Bartlett Le Barron Regr  
Copy Examined W<sup>m</sup> Winthrop Cler

1. Revolutionary War Prize Cases, No. 9, Court of Appeals, 1776–1787, NA.
2. On January 9, Captain Isaac Jones of the Rhode Island privateer *Retaliation* filed claim against the *Countess of Eglinton* “in Behalf of himself the Owners of & the other Officers, Marines & Mariners belonging to said Sloop.” However, the court found in favor of the *America* on January 14. Revolutionary War Prize Cases, No. 9, Court of Appeals, 1776–1787, NA.

COMMODORE SIR PETER PARKER TO PHILIP STEPHENS <sup>1</sup>

Chatham Rhode Island Harb'our  
the 8h Janry 1777

Sir

In consequence of Orders from the Viscount Howe, I have sent the *Asia* and *Experiment* to England – nothing material has happen'd since my Letter of the 11h past by the *Mercury*. The Continental Fleet is in Providence River beyond our reach at present, and in addition to the last List I sent, there are, as I am inform'd, about 15 Small Privateer Sloops from 8 to 12 Guns.

The 18h Decr I retok the *Betty* Transport, she came in here by mistake, and endeavour'd to push by us, the wind being West, and blowing strong. She was taken the 5h Decr by the *Alfred*, having parted company the day before with His Majesty's Ship the *Flora*; and the 28h a small Privateer of 8 Guns appear'd off this Port – the *Cerberus* slipt after her, the Privateer escaped by the *Cerberus* returned the 1st inst with Two Prizes, and one Brig retaken, as pr List inclosed. I am [&c.]

P: Parker

Duplicate (by the *Asia*)

1. PRO, Admiralty 1/486.

“EXTRACT OF A LETTER FROM ON BOARD THE *Diamond*, CAPTAIN FIELDING,  
DATED RHODE-ISLAND, JAN. 8, 1777.” <sup>1</sup>

We sailed for New-York on the 27th of November on a cruize. We put into Martha's Vinyard, and sent our boat on shore with a flag of truce. The rebels let the boat come within gun-shot, and then fired upon them and wounded one man in the boat; to revenge this insult, we landed our marines and a party of sailors under the fire from the ship; the rebels posted themselves on a hill, and fired very briskly from behind the rocks and bushes; however, we drove them off



the island. We had in the action one man killed, and one wounded; the rebels lost four killed and many wounded. We got some plunder, such as oxen and poultry; then burnt their houses and barns, &c. From thence we sailed to Rhode-Island, where Sir Peter Parker commands, who sent us up Providence River to block up Admiral Hopkins and his fleet. We lay opposite a Point called Warwick-Neck. On the morning of the New Year, our ship riding at her anchor in bending to the tide run on shore; the rebels seeing our situation, opened a battery of five 24 pounders; at the same time we were attacked by a privateer of twelve guns; they continued a brisk fire for three hours, till night came on. We lay in a most dismal situation on our beam-ends, and could not bring more than two guns to bear upon the rebels; however, they did not kill one man, but drove seven shot through our bottom, three of which are five feet under water, which has done us much damage, besides cutting our rigging and topmast. We had the good luck to have the ship off in the morning, after lying 25 hours on shore. We came down the river yesterday to heave the ship down.

1. Almon, ed., *Remembrancer*, IV, 279-80.

JOURNAL OF H.M.S. *Chatham*, CAPTAIN TOBY CAULFIELD <sup>1</sup>

January 1777	[Anchored off Newport]
Wednesday 1	3 P.M anchored here H M s <i>Cerberus</i> wt 3 prizes
Thursday 2	AM saw a sloop in the SW standing to the E 1 P.M anchored here H M S <i>Senegal</i> & <i>Tryal</i> Armed Schooner wt Despatches from Lord Howe
Monday 6	fresh breezes & Clear 4 P.M fir'd 2 Six pdrs at a brig wh we found to be the <i>Cerberus</i> prize at 5 came in & anchored here H M s <i>Kingsfisher</i> wt 8 Sail of Victuallers
Wednesday 8	recd from H M. S. <i>Experiment</i> some Gunners Stores & 40 barrels powder Mod. & Clear wt hard frost 1/2 past 2 sailed hence H M. S <i>Experiment</i> for England recd on board some Men from the <i>Asia</i> & <i>Experiment</i>

1. PRO, Admiralty 51/192.

CAPTAIN SETH HARDING, CONNECTICUT BRIG *Defence*, TO GOVERNOR  
JONATHAN TRUMBULL <sup>1</sup>

Sir Norwich 8th Jany 1777  
this serves to Inform your Honr I have got So as to go out for 5 or 6 Days past the  
Brig *Defence* Still Lyes at New London the Br[e]ad is Near about Reddey I

Recommend to your Honer to appint Mr Samuel Smedl[e]y the Barer to go as first Lewtenent the Docters has pached me up perhaps I may Serve for one Cruse if not I Deseir Mr Samuel Smedly to take the Command of the Brig *Defence* However hope your Honour will give Smedly orders to git Reddey to proceed to Sea as fast as posable if am wel a nuf to go Shall be glad to Step on bord and push to Sea at the Same time Dont Dout a good Cruse your Honour will be kind anuf to Let me no what Mr whetmors [Prosper Wetmore] feais is that I may Settlet with Him <sup>2</sup> hope your Honr will Excuz my Incorrectness as I am not able to Rite as yet I am Sir your Honours [&c.]

Seth Harding.

1. Conn. Arch., 1st Series, IX, 87, ConnSL.

2. Wetmore was sheriff of New London county.

#### JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

Middletown, January 8th, 1777.

*Resolved*, To write to Capt. John Deshon, to turn his attention to a ship belonging to Messrs Brown Denison and Stewart, in Stonington, and if in his opinion she is a suitable vessel for the importation of salt, to charter one half of her for a voyage under command of George Coffin, or whoever shall be agreed on, to the Bahama Islands or where it shall be thought best, putting such cargo on board as will but answer the purpose consistently with prudence, and in particular to make use of all means in his power to import all the lead, sulphur and flints that can be obtained, and to transact and execute the necessary contracts for the purpose aforesaid, keeping accounts &c. *Letter wrote to be sent.*

*Voted*, To give an order on the overseers of the furnace in favour of the ship *Oliver Cromwell* for two hundred hand grenades and one ton of swivel-shot, a quarter less than those already sent from the furnace to that ship, if on hand, or to cast the same if consistent with the casting of cannon. *Order drawn Jany 9th, 1777, Dd to Mr. Henshaw.*

*Voted*, To permit the sloop *Katherine*, burthened 100 tons, navigated with 8 men, to sail for Bourdeaux with 300 casks of flax-seed.

*Voted*, To permit the sloop *William*, burthen 95 tons, Peter Bontacou master, navigated with 8 men, to sail for Bourdeaux with 270 casks of flax-seed.

*Voted*, To permit the brig *Sally*, 120 tons, Christopher Hughes master, to sail for France with flax-seed and 5000 staves.

*Voted*, To permit the sloop *Farmer*, 70, John Miller master, to sail with 12000 staves to the foreign West Indies.

1. Hoadly, ed., *Connecticut State Records*, I, 155.

"SCHOONER *Spy* - DISBURSMENTS - JANUARY 8TH 1777"<sup>1</sup>

Schooner *Spy* to Robert Niles  
for Sundry Persons Wages by him Paid (New)

Dr

1777		from	to	Jan'y 8th 1777	3 mo 0 days at	192 s	£28. 16. -
Jan'y 8th	Robert Niles Capt	ditto	ditto	ditto	3 mo 0	120	18. . - . -
	Timothy Parker Leut	ditto	ditto	ditto	3 mo 0	120	18. . - . -
	Zabadiah Smith Master	ditto	Decr 8th	ditto	2 mo 0	90	9. . - . -
	Benjm Mortimore Boatswain	ditto	Jan'y 8th	ditto	3 mo 0	90	13. 10. -
	Eben Blakesley Gunner	ditto	ditto	ditto	3 mo 0	90	13. 10. -
	Retr Moore Clerk	ditto	ditto	ditto	3 mo 0	90	13. 10. -
	Josiah Cary Carpenter	ditto	ditto	ditto	3 mo 0	72	10. 16. -
	John Las[s]eur Cook	ditto	ditto	ditto	3 mo 0	54	8. . 2. -
	Wm GoldSmith Serjant Marines	ditto	ditto	ditto	3 mo 0	54	8. . 2. -
	Wm Rainbow Boatswains Mate	ditto	29th Novr	ditto	1 mo 21 days	48	4. . 1. . 7½
	John Johnson Scaman	ditto	18 Novr	ditto	1 mo 2	48	2. 11. . 2½
	Ezekle Sayers ditto	ditto	Jan'y 8th	ditto	3 mo 0	48	7. . 4. -
	Ar[c]habald Nails ditto	ditto	ditto	ditto	3 mo 0	48	7. . 4. -
	John Hall ditto	ditto	ditto	ditto	3 mo 0	48	7. . 4. -
	James Davenport ditto	ditto	ditto	ditto	3 mo 0	40	6. . - . -
	Wm Swan boy	ditto	ditto	ditto	3 mo 0		

John Gaylord	Marine	ditto	ditto	3 mo 0	40	6..-.-
Wm Davall	Seaman	ditto	ditto	3 mo 0	48	7..4.-
David Hand	Marine	ditto	Decr 26th	2 mo 18 days	40	5..4.-
Stephen Squire	Seaman	ditto	Jany 8th 1776	3 mo 0	48	7..4.-
Caleb Brown	Marine	ditto	ditto	3 mo 0	40	6..-.-
Zephaniah Tapping	Seaman	ditto	ditto	3 mo 0	48	7..4.-
David Bower	ditto	ditto	ditto	3 mo 0	48	7..4.-
Luther Heldreth	ditto	ditto	ditto	3 mo 0	48	7..4.-
William Covell	Pillot	ditto	ditto	3 mo 0	60	9..-.-
Thomas Coffin	Seaman	ditto	ditto	3 mo 0	48	7..4.-
Joseph Holley	ditto	ditto	ditto	3 mo 0	48	7..4.-
John Tucker	ditto	ditto	ditto	3 mo 0	48	7..4.-
John Gan	ditto	ditto	ditto	3 mo 0	48	7..4.-
Ezekle Miller	Marine	ditto	ditto	3 mo 0	40	6..-.-
James Goudy	Seaman	ditto	ditto	3 mo 0	48	7..4.-
Lewis Chatfield	ditto	ditto	ditto	3 mo 0	48	7..4.-
Commission at 5 pr Ct						£286. 18. 10
Errors Exceptd						14..6..9½
pr Rob <sup>t</sup> Niles						301..5..7½

1. Conn. Arch., 1st Series, IX, 35, ConnSL.

*Connecticut Journal*, WEDNESDAY, JANUARY 8, 1777

New-Haven, January 8.

Last Wednesday, a Flag of Truce Vessel arrived at Milford, from New-York, after a tedious Passage of several days, having on board upwards of 200 American Prisoners, whose rueful Countenances too well disc[losed] the ill Treatment they received while they were Prisoners in New-York; twenty of these unfortunate People died on the Passage, and twenty have died since they landed at Milford.

MASTER'S LOG OF H.M. BRIG *Halifax*<sup>1</sup>

Jany 1777  
Wednesdy 8

at Single Anchor off Eadens Bluff Do SSE 3 Miles  
AM at 2 Weighd and stood over for the No Shore at 8 gave  
chace to two Vessls to the Eastwd at 10 Brot them too, found  
them to be two Sloops from Fairfield, laden wt Flackseed, taken  
from the Rebels by some Friends to Goverment at 10 per-  
cevd one of the Vesslls sinking sent the Boat and savd the  
People. got the hauser to the Sloop and stood for the Long Island  
shore.

Mod Breezes and Cloudy wt some Snow. at  $\frac{1}{4}$  past noon  
Came too off Eadens Neck – hauld the sloop up a long side got  
her up to the waters edge hove out part of the Flackseed and  
freed the Vessel of Water at 2 Weighd and Came to sail and  
turnd in to Huntington Bay wt the sloop in tow – at 9 Came too  
wt the Sml Br in 5 fm Veerd to  $\frac{1}{3}$  of a Cable

1. PRO, Admiralty 52/1775.

JOURNAL OF AMBROSE SERLE<sup>1</sup>

[New York] Wednesday, 8th [January].

The *Bristol*, Adml. Lord Shuldham, sailed this Day for England. The Wind being fair, 'tis supposed she got out to Sea this Evening.

Many Prizes are continually sent in by the Ships of War; but the Captors have been much distressed for a Court of Admty for their Condemnation. The Govr. [Tryon] has often mentioned the matter to me, and discoursed of the *Legality & Expediency* of allowing the Vice admty Court of this Province to perform its Functions. Mr. Kempe, the attorney Genl., told me this morning, that he had drawn up & given his Thoughts to the Govr. [Tryon] yesterday, together with a proposed Clause to be inserted in some new act, for the proper Regulation of that matter. Mr. S[trachey]. to whom I mentioned this Circumstance, seemed hurt, that no Conference had passed with the Commrs on the matter, and said, that he had written Home upon the same Subject himself.

1. Tatum, ed., *Serle's Journal*, 171, 172.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.<sup>1</sup>

January 1777  
Wednesdy 8th

Sandy Hook No:30W Distance 58 Leag  
at 7 AM Saw a Sail to the E out all Reefs set Topgt &  
Studingsls & gave Chace at 10 Came up wth the Chace



found it to be a Sloop from Martinico Loaded with Arms and Ammunition, bound to Philadelphia,<sup>2</sup> Bro't too sent a Midshipman & four Men onboard –  
Fresh gales & Cloudy at 1 PM made Sail & parted Co

1. PRO, Admiralty 51/694.

2. Sloop *Fly*, James Wilson, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

[Philadelphia] January 8th, 1777.

Mr. Nesbitt was directed to pay Allen and Hall £112 7, for Blacksmith's work done to the Floating Battery *Putnam*.

Mr. Nesbitt was directed to pay Robert Bridges £131 19, being the amo't of two acco'ts, viz: £52 for 40 Hammocks @ 26s, for the use of the Galley *Convention*, John Rice, Esq'r, Commander; and £79 19, for 302 yards of Canvas @ 4s 6, and 6 Barrels of Turpentine @ 40s, for the use of the Ship *Montgomery*, Henry Dougherty, Esq'r, Commander.

1. *Pennsylvania Colonial Records*, XI, 79, 80.

#### BENJAMIN HARRISON TO ROBERT MORRIS<sup>1</sup>

[Extract]

Baltoe, Jany 8, 1777

I do not know that I have been so vex'd with myself for some time, as I am for not informing you that the secret [committee] has bo't a fast sailing vessel which is now ready to sail for Nantes, and is only detain'd for a certain acct of our General's success.<sup>2</sup> Faulty as I am you must give me some little credit when I tell you it proceeded from my not doubting your getting the information from the secret Commee who are not able to answer the letter they recd on the subject of trade without your assistance, they have received volumes from Pliarne & Compy who must think strangely of you if they do not get satisfactory answers to them which I am sure they will not do as the answer I saw deliver'd could not contain the tenth part of it, which lead to the enquiry whether you had been informed of the vessels going, or not. Besides the dispatches that will go by the above schooner we have others prepared for Buchanan's ship which it is expected will sail today or tomorrow. We have not heard a word of pirates on this Coast, if any appear, you shall be most assuredly advised as soon as the acct reaches us.

1. *New York Historical Society Collections* (1878), 407–10.

2. Schooner *Jenifer*, Captain Larkin Hammond.

#### JOURNAL OF THE VIRGINIA NAVY BOARD<sup>1</sup>

[Williamsburg] Wednesday 8th January 1777 –

Absalom Cabel is recommended to his Excellency the Governor and the honble the Council as a Proper Person to be appointed first Lieut of the Sloop *Congress* in the room of William Skinner who is appointed Captain. –

Ordered that Mr William Holt deliver unto John Thomas sixty Gallons of Spirits and one Barrell of Tarr for the use of the *Protector* Galley

Lieutenant James Meriwether inform'd the Board, that he had in his hands Twenty pounds which he received by Virtue of a Warrant from the Commissioners of the Navy for the purpose of recruiting Seamen and that it was not in his power to recruit Men. It is therefore Ordered that he Deposit the said Sum of Money into the hands of the Clerk to this Board and that he pay the same into the Treasury taking a receipt for it, and that the Bond Entered into by the said Meriwether Conditioned for his duly Accounting with the Board for the said Money be Cancel'd.

George Brett appeared before the Board and Agreed to make the following Alterations in a Galley which he is now Building for the use of the Navy of this Commonwealth, to wit, To add two feet in the Width, eighteen Inches in the Depth four feet Waste to be ceiled up to the Gunwale with five Gunports on each side and a Forecastle if the Board shall hereafter think proper to direct it. And It is also agreed that the said Brett be allowed till the last day of June next for the finishing the said Galley at which Time she is to be delivered completely finished in a Workman like manner, for which he is to be allowed at the rate of six pounds P Ton. —

1. Navy Board Journal, 154–55, VSL.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS <sup>1</sup>

Sir./.

*Antelope* Jamaica January 8th 1777

Herewith you'll receive Duplicates of my Dispatches of the 16th November last. The 6th of Decr I had the Honor of receiving their Lordships Original orders for Employing the *Racehorse* & *Badger* as Sloops, instead of Cutters, and to use my best endeavours either to take or destroy such of the American Continental Frigates as might appear within the limits of my Station, duplicates of which I acknowledg'd the receipt of in my last letters. likewise your four letters dated the 5th & 7th Sept'r, the First, acknowledging the receipt of mine of the 13th & 14th June & 2nd July, with an Account of the proceedings of the Squadron under my Command and of its meeting with their Lordships approbation, which makes me very happy, as also their Permission to put the *Florida* Surveying Sloop on the same establishment as the Arm'd Schooners. The Second, signifying their Lordships directions to grant a sufficient Convoy to two Ships, laden with Ammunition & Goods suitable to the Indian Trade from hence to Pensacola, which I had before comply'd with from the Masters Solicitations, thinking it of the utmost consequence their safe arrival and beg leave to acquaint their Lordships that the 29th of Nov: the *Atalanta* Captain [Thomas] Lloyd, Sail'd with them, and a Vessel with Provision for the use of the Army & Navy.

The Third, informing me of their Lordships intention of appointing a Convoy to see the Trade to Jamaica the Middle of October, And the Fourth inclosing an Extract from the Log Book of one of the Ships, which Sail'd under Convoy of the *Antelope* the 17th June, signifying their Lordships directions to enquire [into] what is therein alleged, and to transmit an Account thereof to you for their information, which I have accordingly done, and beg leave to inclose Copy of Captn [William] Judds letter, with Copies of the Papers refer'd to in it,

amongst which is the Affidavit of [the] Master of one of the Vessells, that Sail'd in that Convoy, from which & from the Accounts, I have had from the Officers of the *Antelope*, I am perfectly satisfied that Captain Judd, used every means in his power to keep the Fleet together, and that their Seperateing was entirely occa'se'd by the Inattention of the Masters of the Merchant Ships, who have always been remarkable for such behaviour. In the Course of my Service, I have been with many Convoys, and have always found them Refractory, and will beg leave to give their Lordships one instance of it. After the Reduction of Guadalupe, I came home with the Convoy, and form'd a Squadron of Four Leagues, with Men of War Station'd in the Van & Rear & in all Quarters to keep the Fleet together, notwithstanding which they Scatter'd, and in particular one Ship I hail'd, and order'd to keep a Stern of me, and told the Master, if ever I saw him again before my Main Chains, I would sink him, His Answer was "He wish'd I would, as his Ship was Old, and in Government Service, and they must give him another"

I beg leave to acquaint their Lordships that Lieut Edwd Egerton of the Marines onboard the *Atalanta* died a few days before she Sail'd, and that I have appointed Mr Wm Patten a Midshipman belonging to the *Antelope*, to Act in that Capacity, being inform'd their Lordships had promoted him to a Lieutenancy in that Corps, and am to beg they'll be pleased to give directions for his Commission being sent out to him.

In my letter of the 4th Nov. I inform'd their Lordships of the *Badgers* Sailing for Pensacola to relieve the *Diligence*. On the 31st of October in Latt. 24..30 No she met with a very hard Gale of Wind, which obliged her to return to Jamaica and on the 28th of November, with great difficulty, by constantly Pumping & Baleing got safe in I have had her Damages repair'd and she is now, in as good Condition as when I purchas'd her.

The *Porcupine* Schooner, arrived the 15th of last Month, from the Grand Caymans. Lieutenant [James] Cotes, having recover'd all the Sambla Indians Sold there, which gives great Satisfaction to the Merchants Trading to that part of the World, as those Indians had began to make Reprisals on them, for the loss of their Wives & Children, as the American Privateers are very numerous about here, I have added ten Men to the *Porcupines* Complement, the better to enable her to cope with them, which I hope their Lordships will approve.

When I received their Lordships orders respecting the *Racehorse* & *Badger*, altho' they were both out on a Cruise, I immediately appointed Captains [Thomas] Cadogan & [Charles Holmes] Everitt to them, with other Officers, the *Badger* meeting with the Accident in her Passage to Pensacola & returning gave Captain Everitt an opportunity of taking the Command of her, who otherwise was intended to have gone in the *Atalanta* to Join her.

The *Racehorse* is not yet arrived and I am too much afraid h[as] fell into the Hands of the Rebels, as Lieutenant [William] Jones, has sent in Three Prizes, which much weaken'd him, and when the last parted with him, he was chased by a Brig of 16 Guns, which was very near up with him, and which he had not sufficient Strength to oppose.<sup>2</sup> shou[ld] it be the case, I propose replacing her

with another Vessel, which I shall appoint Captain Cadogan to, as the privateers are very numerous in those parts.

I have received a Letter from the Principal Inhabitants of the Bay of Honduras, informing me of their having no just cause of complaint against their Neighbours the Spaniards, But that of their continuing to inveigle away, and receive their Slaves, which I before represented to their Lordships, who inform'd me, they had communicated my Letter to the Secretary of State for the Kings information.

I beg leave to inclose for their Lordships information a Copy of an Agreement made between the Commissioners of the Victualling and John Straw, of London, und[er] the direction of my Predecessor Sir George Rodney, for Erecting a Watering Place, with a Wharf &c for the use of His Majestys Navy at Jamaica, wherein 'tis specified that the said John Straw, shall have Liberty at all times when the same shall be no Obstruction or Impediment to the Kings Service, to Ship off from the said Wharf, any thing he may think proper; without paying any Consideration for the same, and that he, or his Agents shall have the free & uninterrupt'd use of the said Wharf, and its Engines &c, for the purpose of shipping from thence Ballast, Bricks &c, and other equally cumbersome Articles, But if it shall appear that the powers & privileges given by the abovemention'd Article, shall any way impede His Majestys Service, or that the said John Straw, or his Agents, shall receive little, or no benefit by such privileges, & that the same shall be certified to the Commander in Chief, for the time being, & made duly appear that then another good, proper, & sufficient Wharf shall with all convenient speed be Erected at the sole Cost of the King, for the seperate use of the said John Straw, for the purposes already mentione'd equally as Commodious or Convenient as the Wharf now built there, & the said Wharf to be for ever supportd and kept in repair at the expence of the Crown, Or that a Sum of Money shall be paid to the said John Straw, equal to the expence of Erecting such a Wharf.

Inclosed is also a Petition from Malcolm Laing, & Lewis Cuthbert Esqrs Attornies for Mr Straw, claiming the privileges granted them by the Agreement, But as they find it will be more to the Intrest of Mr Straw, to accept a Sum of Money, instead of having a Wharf built at the expence of the Crown, request that I would certifie, to my Lords Commissioners of the Admiralty and the Commissrs of the Victualling, that the said John Straw, from the Articles of Agreement is well entitled to have a Wharf Erected for his seperate use, at the sole expence of His Majesty, Or, to a Sum of Money that shall be deem'd Equivalent to the Expence of erecting such Wharf, and that the said John Straw, will immediately on receiving such Consideration relinquish all right & interest [to] the present Aqueducts & Wharf also to the Water, so that the same shall be held, for the sole use of His Majesty, his Heirs, & Successors for the purpose of supplying Water for the Navy. I therefore think it would be for the good of the Service (as Mr Straw is entitled to every thing mention'd in the Agreement) to give him a consideration to relinquish his right, rather than to build him a Wharf, which would always be attended with great Expence to keep in repair and at the same time be an Impedient to the Ships Wateri[ng] as it must interfere with the Wharf at present Erected, as being always in use,



which I submit to their Lordships considera[ti]on and have also by this Opportunity wrote to the Victualling Board on the same Subject.

With respect to the Ships & Vessells under my Command I beg leave to acquaint their Lordships that since my last, they have sent in Fifteen Sail, which makes in the whole Seventy Six.

The *Antelope*, in her last Cruize is so exceedingly shook, that w[er]e I to Employ her any more, in Cruizing, she would not be able to proceed to England, at the expiration of my Station, But to ease her, I have given directions for the Quarter Deck Guns, & the two Fore & Aftermost upon the upper Deck, to be return'd into Store, and intend her going to the Wharf in March, when I shall have her fitted in the best manner possible, to carry me Home.

The *Boreas*, having touched on Mayaguana Shoals, damaged her False Keel, and being upwards of a twelve Month off the Ground I have order'd her to be Careen'd.

On receiving information of the undermentio[n]d Privateers vizt Two Briggs, One of Fourteen the other of Sixteen Guns, with a hundred Men, Two Sloops, one of Six, the other of Four Guns, and a Virginia Pilot Boat, with twenty five Men & Swivels, being Cruizing off the Isles of Vashe & Altevetta, to intercept the Convoy expected from England, I have order'd the *Maidstone* Capt[n] [Alan] Gardner, to Cruize for them, to inform them of their danger, and to return with them to Port Royal, she was intended to have gone with the Convoy from hence, but on receiving this information, I thought it best, to send her, for the protection of that expected, but from the best Accounts I have been able to gain, from the principal Merchants, find there will not be above, two or three Ships at most, ready to Sail Before the latter end of next Month, so that she'll be able to perform both Services. The *Winchelsea*, arrived a few days since, I have given directions for her being fitted, with the utmost dispatch and propose sending her after the *Maidstone* for the protection of the Convoy. The *Badger*, & *Porcupine* both Sail'd the Latter end of last Month, with some Run Vessells bound to New York, for the Army, which they were to see 40 Leags clear of the Windward Passage, then to return & Cruize off Hennea[y] and the Little Caicos's, with the usual orders.

The 4th of last Month the Brig *Thomas & Betsy* Charles Edwards Master, from London bound to New York, with Provisions for the use of the Navy, arrived here, but was not ready on the 29th to take benefit of the *Badgers* Convoy, owing to the Masters Negligence he told some of his acquaintan[ces] that it was a bad time of the Year, to go upon the Coast of America, and that he thought himself very Snug, where he was. I have wrote to the Commis[srs] of the Victualling, in order that they may make a deduction from his Agreement, and that Government may not be imposed on, and as soon as I can spare a Vessell, will send [o]ne to see him through the Passage.

Inclosed is a List of Officers made, and am [&c.]

Clark Gayton

[Endorsed] Recd & Read 12 Mar [1777]. Ansd 2d April

1. PRO, Admiralty 1/240.

2. *Racehorse* was taken by the Continental brig *Andrew Doria*.



GOVERNOR THOMAS SHIRLEY TO COUNT D'ARGOUT <sup>1</sup>

Sir

I have the Honor of inclosing to your Excellency a Deposition taken upon Oath before His Majesty's Chief Justice of Dominica and at the same time that I beg leave to recommend the Contents of it to your Excellencys Serious consideration, and have no doubt but the Complainers who accompany it will receive from your Excellency such protection and Justice as the Nature of their cause shall require. —

It is with concern Sir that I am obliged to take this opportunity to acquaint your Excellency that I am informed and in such a manner as I cannot doubt the truth of it, that Vessells are fitted out Armed and Commissioned from the Port of St Pierre's in Order to make Piratical Depredations upon the Coasts of this Island; This I am told is done by one of His Britannick Majesty's Rebellious Subjects now residing at St Pierre's in the Character of an Agent or Chargé Des Affairs <sup>2</sup> from a Number of my Masters Rebellious Subjects in America who Stile themselves the Congress; This proceeding I beg leave to acquaint your Excellency is matter of great concern and Alarm to His Majesty's Loyal Subjects here, looking upon this Piratical kind of War never made use of even at times when there was an open Rupture between the Two Nations, which is by no means the Case at present, and I hope your Excellency will excuse me when I beg leave to submit it to your Excellencys consideration whether this kind of proceeding and the great countenance and protection Shown in a Public as well as private manner to His Britannick Majestys Rebellious Subjects may not have a tendency to interrupt the Peace harmony and good understanding which at present Subsists between the two Nations and which I am perswaded is the intention of both our Masters to preserve.

I have sent my Aid De Camp Major Grove express with this to your Excellency who will have an opportunity of explaining to your Excellency the particular reasons I have for Addressing your Excellency in this manner; I am sure I need not Recommend Major Grove to your Excellencys favour and protection while at Martinique and in his Return to this Island. I have the honor to be, Your Excellency's [&c.]

Tho<sup>s</sup> Shirley

Dominica — 8th Jan'y 1777

His Excellency Count D'Argout

Governor General of the Island of Martinique

And it's Dependencies &amp;ca &amp;ca &amp;ca

1. PRO, Colonial Office, 71/6, 96-97.

2. William Bingham.

VICE ADMIRAL JAMES YOUNG TO THOMAS WARNER <sup>1</sup>

Copy.

Sir,

English-Harbour Antigua 8th January 1777.

I am just informed that an Armed Sloop has taken Two Vessels on the High Seas, and brought the same into the Port of St Johns Antigua; as I am intirely ignorant by what Authority said Sloop Acts, or how Armed Vessels can be fitted out to Act offensively against his Majesty's Enemies, without having Commissions to

do so from those who are properly Empowered to grant such Commissions by his Majesty; and that I am confident no person in these Islands is Authorized to do. I likewise know that repeated applications for Arming Vessels on the above account, has been positively refused in England. I must therefore deem the Perpetrators and Abettors in the aforesaid Captures, Robbers on the high Seas; and therefore do in his Majesty's Name require you, as Attorney General of his Majesty's Leeward Charibbe Islands, to prosecute the above Offenders, and bring them to Lawful Trial for their said Offence; any Assistance you may want from my Department, to bring the Delinquents to Justice, You shall have; and I doubt not the Legislature of this Island, will cheerfully give you theirs: I presume, they as well as my self, will be sensible how detrimental all such proceedings must be; and would not wish to see their Country involved in Trouble, that the suffering such open and Illegal Acts of Violence will probably Produce; as the Men generally employed on such occasions, are seldom Scrupulous in what they do. The Sloop I am informed, is called the *Reprisal*, and Commanded by one Marto Downey. I am Sir [&c.]

Jam<sup>s</sup> Young

Thomas Warner Esqr

Attorney General of his Majesty's Leeward Charibbe Islands. –

[Endorsed] In V. A. Young's Letter Dated 8 March 1777 –

1. PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG TO THOMAS WARNER <sup>1</sup>

Copy)

Sir

English harbour [Antigua] 8th January 1777 –

After sending away my Letter to you, of this days date; I was favoured with, your Letter of yesterdays date; and the Inclosures accompanying it, and am sorry to say, that I find not sufficient reason to alter my first Opinion, Vizt that no Vessel has power to act on the Offensive without being properly Authorised to do so; I also must presume to differ with you, where you say, You do not look upon the present War, on the footing of a Formal declaration of War, with other Nations; I really think that though no Formal declaration has appeared, Yet, every Act of Government since, plainly demonstrates it to be the same; besides had the present proceedings been Legal; sure such Opportunity's would not have slipt Adventurers in the late Wars, where there was great probability of their being Considerable gainers; which reason confirms me, what is now done is illegal. I wont take upon me to say that there are any Sinister Views in those Concerned; but I still repeat to you, what is in my former Letter, that the irregular proceedings of those Vessels, may probably involve the Nation in very disagreeable disputes: I therefore think it the Duty of every Man that Wishes well to his Country, to put a Stop to it; for my Own part I will assuredly do so: and mean to appeal against any Sentence of the Court of Admiralty, that may give any part of the Vessels and Cargos now brought in, unto the Owners, and Mariners of the Sloop *Reprisal*, 'till his Majesty's pleasure is fully known; as I shall Certainly transmit to the Ministry

an account of all the proceedings in this Matter, and request their directions. I am Sir &ca

Jam<sup>s</sup> Young.

Thomas Warner Esqre Attorney General.

[Endorsed] (No 2:) Copy of Letters from Vice A. Young to the Kings Attorney General of the Leeward Charibbe Islãnds In V. A. Young's Letter Dated 8 March 1777 –

1. PRO, Admiralty 1/309.

## 9 Jan.

### MEMORIAL OF CONSIDER HOWLAND TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

The Memorial of Consider Howland of Plymouth Humbly sheweth That he was master of the Brigantine *Washington* in the service of the United States: & had the Misfortune to be taken by a British Ship of War on the third day of December 1775. Since which he has suffered great Hardships haveing been sent to England & there Confined on Board a Man of War for five months & then brought [to] Hallifax & Confined in Goal there five months longer, from thence was removed to New York & there Confined on Board a Guard Ship &c. & dureing the whole time suffered great Hardships & Severities. that your Memorialist is now Liberated only for six weeks from the 25th of Decemr last on his parole to return in Case Mr John Loring is not returned in Exchange for him. That he by verbal Agreement is to be discharged if any other Marine Officer of the rank of Midshipman, Mate or prize Master be so returned. That he finds that Mr Loring is already gone off in a flagg to Hallifax. That his Attachment to the Cause of his Country is such that he deprecates the necessity of being obliged to return to the Enemies of his Country he therefore prays that your Honours would take his Case into your Immediate Consideration & releive him from that Necessity which he Conceives his Honour & Faith pledged will Otherways Oblige him to submit to & order some Officer of either of the Ranks Aforesd now a prisoner in this State to be Exchanged for him or otherways releive him, as your Honours in your great Wisdom shall think proper

Boston Jan'y 9, 1777 –

Consider Howland <sup>2</sup>

1. Mass. Arch., vol. 166, 186.

2. The Council ordered that: "Mr Thomas Newberry who was late a Midshipman in the British Navy and now a Prisoner in this State be now sent to New York by the way of Newport in Exchange for the said Mr Howland," Mass. Arch., vol. 20, 162, 164.

### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Thursday January 9th 1777.

In Council. Whereas it is absolutely necessary for the Well being and safety of this and the United States of America that the following Articles be imported into this State – viz – Salt, Gunpowder and all military Stores, Lead, Bar Iron, Steel, Tin, Cordage Hemp, Duck of all Kinds, Coarse Linens, Checks, Oznabrigs, Ticklinburge, Woolen Cloths, Blankets, Needles, Pins, Cord Wire, Stationary, Medicines, Nails of all kinds, Glass – Brimstone – Clothiers Sheers – Sickles –

Brass and Copper – Molasses – Rum – Cotton – Files and Gimbles – Shoes – Leather and Hides. –

Therefore resolved that Vessels may depart under the Conditions hereafter mentioned from any Harbour Port or Place not subject to the Kings of Great Britain & Portugal for the Purposes aforesaid.

It is further resolved that before the departure of any Vessel for the purpose aforesaid, The Master or Owner, with Sufficient Sureties, shall enter into Bonds, in the Value of the Vessel and Cargo on board, with the naval Officer of the District or Port wherein such Vessel lies, payable to the Treasurer of this State, Conditioned that sd Vessel shall really and truly proceed on said Voyage, and within Eight Months from the time of her Sailing Import into this State the Neet proceeds of the Cargo exported in his said Vessel in some One or other of the Articles aforesaid, unless Prevented by unavoidable Accidents – and a Certificate that such Bonds are entered into, together with a Clearance shall be given the Master of said Vessel, by the Naval Officer of the district or Port, where such Vessel lies, before She is Suffered to depart out of this State – Provided always that no Vessel shall be suffered to take on Board for the Purpose of Exportation any Wheat Rye Indian Corn Pease – Beans Bread Flour or any kind of Meal Pork Beef Mutton – Sheep – live Cattle – Swine – Butter – Cheese – Rice – Salt – Oats – Cotton Wool – Sheeps Wool – Flax – Bar-Iron Hemp Cordage or any kind of Linen or Woolen Cloth, Sugars and Rum (except to the United States of America) Pepper, Shoes Leather – Staves or any Articles prohibited by Congress except so much thereof as the proper Naval Officer shall judge a Sufficient supply for the Vessels Company and Expressly Permitted, to be taken on Board.

It is further Resolved, that if any Vessel shall depart or attempt to depart out of this State in Violation of any of the aforementioned Resolves, said Vessel shall together with her Tackle Apparel and Appurtenances and the Cargo on board her be forfeited and recovered and disposed of in like manner as is provided in the resolve of the seventh day of December last.

And provided always – that if any of the foregoing enumerated Articles shall be taken on board any Vessel really and truly bound on the afore described Voyage, without such Permission as aforesaid, such enumerated Articles and not the Vessel or other Cargo shall be forfeited and recovered in manner as aforesaid, and the Master of such Vessel shall likewise forfeit the Sum of Fifty Pounds for every such Violation of these resolves to be recovered by Action of Debt in the Court of Common Pleas, of the County where such Offence is done, by any Person who shall Sue for the same, one moiety thereof to the Use of this State and the other Moiety to the use of the Prosecutor. –

Sent down for Concurrence

1. Mass. Arch., vol. 36, 420, 422–23.

JOHN BRADFORD TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS <sup>1</sup>

Gentlemen

Boston January 9th 1777

I have the honour of receiving your favour by Mr Brown [John Browne] Lieut of the *Boston* Frigate & shall strictly conform to your orders therein contain'd by using every exertion in my power to give the Frigates dispatch, I



rejoyce the *Hancock* is like soon to have her Ordnance on board<sup>2</sup> — I yesterday return'd from Dartmouth wher I purchas'd the finest ship in America, she is only five years old river Built she will stow 640 Hhds Tobacco her first cost to sea was £4850 Sterling she was a prize to the *Cabot* there were few bidders, she being in the Neighbourhood of Rhode Island<sup>3</sup> she went of[f] at £1230, I shal be oblig'd to buy a Cable & a trifle of small Cordage —

I have at length got possession of the Brig *Elizabeth* from Marseilles after being kept out near three weeks by the famous Capt Paine whose privateer sent her in, I have sued him for damages for both the *fanny* & that Brig — and shall strain every nerve to make an example of him that others may be more cautious of meddling with Continental property in future, the Amount of the *Elizabeth*'s Cargo is thirty one thousand Livers I shall deliver it into the hands of Messrs Livingston & Turnbull saving the Blankets which I am oblig'd to reserve for the seamen on board the Frigates, an Invoice I shall forward by next post not having time to send it now, I heartly congratulate my Country on the late advantage gain'd by our Great General<sup>4</sup> & hope its a happy earnest of future success, the post just going have not time to add, only that I am with all due Respects — Gentlemen [ &c. ]

The Honble Robert Morris Esqr }  
Chairman of the Honble Committee of secresy }

1. John Bradford Letter Book, vol. 1, LC.

2. Referring to the orders given by the Marine Committee, October 23, 1776, for the *Hancock*, *Boston* and *Raleigh* to cruise in concert off the Massachusetts coast. See Volume 6, 1385.

3. Ship *Esther*. See Volume 6, 1363, 1472.

4. The Battle of Trenton.

#### LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT<sup>1</sup>

State of Massachusetts-Bay, }  
Middle District. } To all whom it may concern.

Notice is hereby given, That libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. — In Behalf of Capt. Henry Thorndike and his Company, and the Owners of the private armed Schooner called the *Warren*, against the Ship *Content*, of about 400 Tons burthen, John Taylor, late Master: And against the Bark *Carlile*, of about 300 Tons burthen, James Blerver, late Master: In Behalf of Capt. John Coulson, his Company and the Owners of the private armed Schooner called the *Warren*, against the Schooner *Patroclus*, of about 100 Tons burthen, William Gill, late Master: In Behalf of Obadiah Ayers and others, against the Sloop *Molly*, of about 60 Tons burthen, Robert Young, late Master: In Behalf of the Officers and Company and Owners of the armed Schooner called the *Harlequin*, against the Brig called the *Betty*, of about 100 Tons burthen, John Sibbrell, late Master; and against the Snow *Mercury*, of about 100 Tons burthen, Eaglesfield Griffith, late Master: In Behalf of John Wheelwright, and Company and the Owners of the armed Brig *Reprisal*, against the Snow *Ketty*, of about 120 Tons burthen, ——— Ross, late Master: In Behalf of William Lebraw his Company and the Owners of the armed Schooner *Necessity*, against two Anchors, seized and taken between high



Water and low Water Mark: In Behalf of Isaac Collins his Company and the Owners of the private armed Sloop called the *Polly*, against the Ship *Garland*, of about 270 Tons burthen, Levi Preston, late Master: In Behalf of Isaac Somes, his Company and the Owners of the armed Sloop *Union*, against the Ship *George*, of about 100 Tons burthen, Thomas Brockway, late Master; And against the Schooner *Hawk*, of about 70 Tons burthen, Thomas Sheeby, late Master.

All which Vessels, so libelled, are said to have been taken and brought into the Middle-District aforesaid; and for the Trial of the Justice of these Captures, the Maritime Court for the said District, will be held at Salem, in the County of Essex, on Tuesday, the 28th Day of January, 1777, at the Hour of Ten in the Forenoon; when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, January 9, 1777.

*Independent Chronicle*, THURSDAY, JANUARY 9, 1777

Boston, January 9, 1777.

A Vessel, it is said, with a Number of Cannon, and other Warlike Stores, arrived at a safe Port in this State, the latter end of last Week.

We learn, that no less than 15 British Ships of War, were lately cruising along the Coast of America, who have taken several of our Merchantmen.

Last Monday Noon, upwards of 100 Sailors, which had been taken on board a Number of Vessels, bound to the Ministerial Army, and brought into this State, were sent from hence to Providence, by Land, under a proper Guard. They are to be sent to Newport, to be exchanged for the same Number of our Countrymen, who have unhappily fallen into their Hands.

#### Sales By Auction

On Tuesday, 21st Instant, at Eleven in the Morning, Will be Sold by Public Vendue, at Bedford, in Dartmouth, The Brigantine *Countess of Eglington*, and a Part of her Cargo, containing the following, viz.

50 Boxes m. Candles,	30 ditto dipt Cotton dot.
50 Tierces pickled Salmon	130 Firkins Irish Butter
160 Tierces Ship Bread	10 Hogsheads bottled Beer
5 Hogsheads bottled Porter	20 Hogsheads solid Porter
39 Puncheons Horse Beans	6 Hogsheads Loaf Sugar
25 Boxes fine Ling Fish	20 Barrels Herring
30 Casks of Coal	a new Cable – 4 Swivels, &c. &c.

The Brig *Countess of Eglin[g]ton* will be put up at Twelve o'Clock on the above Day; she is burthened about 160 Tons, is a fine Vessel, and well found.

And, on Tuesday, 28th Instant, at Ten in the Morning, Will be Sold by Public Vendue, in Taunton, At a Store near the Green, The remaining Part of the Brig *Countess of Eglin[g]ton*'s Cargo, consisting of a very large Quantity of

Oznabrigs	Scots Checks	Stripes	} about 50,000 Yards in the whole.
Irish Linnens	Sheetings	Stamp	
Linnens			

130 Dozen Mens and Womens plain and ribbed Thread and Cotton Hose,

50 Dozen Mens Calf Shoes and Pumps,

6 Dozen Womens do. do.

8 Dozen Womens Callamanco Shoes, &c. &c. &c.

J. Russell, Auctioneer.

COMMODORE ESEK HOPKINS TO COMMODORE SIR PETER PARKER <sup>1</sup>

Sir –

Onboard the *Warren* Jan'y 9th 1777

I have a number of Prisoners who are desirous of getting onboard his Majesty's Fleet – If you think proper to Exchange them for American Prisoners, or Officers belonging to the American States, (Officer for Officer & Man for Man) and will please to Signify the Same, I will Send them to you as soon as may be in a Flag – I am Sir [&c.]

E. H –

To Sir Peter Parker

Commr in Chief of his Brittanick Majesty's

Ships of Warr – at Newport –

1. Hopkins Letter Book, RIHS.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO GEORGE WASHINGTON <sup>1</sup>

[Extract]

Philadelphia January 9th 1777

. . . As you will have occasion to send in a flag to Gen Howe, we beg leave to suggest the propriety of writing to Lord Howe, respecting the Ill usage our prisoners meet with on board the Prison-Ships at New York, and particularly we could wish his Ld Ship to be informed that the officers and seamen taken on board British Merchant Ships have not been considered as prisoners of war in this place but have always been left at liberty to dispose of themselves as they thought proper without restraint and have very generally got passages to different parts of Europe. On the Contrary we find such of our people as are taken onboard Merchant vessels are either made to work onboard the Men of War or delivered on board the prison ships under intollerable ill usage and no distinction between Masters, Mates, foremast men & negros which is surely an unnecessary Cruelty On Men who are taken from an innocent pursuit of a Maintenance in they line they have been bred to, we don't know how they treat their Captives out of Merchant Ships carried into the Eastern States but imagine the same conduct is observed as here, and unless Ld Howe will do the Same by ours, it is time to retaliate by forcing some to work on board our Ships of War and committing others to Goal or putting them on bd Prison Ships &c There are now two very honest Masters that Sail out of this Port detained onboard the *Whitby* Prison Ship. Captain Thomas Bell & Captain Jacob Gesthins [Getsheus]. If his Ld Ship will not release them on the principles proposed Mr Morris will engage to send two British Masters for them if Sent here on Parole and will be much

obliged to your Excellency to propose it. Bell has been very usefull heretofore and Should not be left to Suffer, therefore we hope you will excuse us for troubling you with this matter, —

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776–77), 133, 48–50, NA.

*Pennsylvania Evening Post*, THURSDAY, JANUARY 9, 1777

Philadelphia, Jan. 9.

A just account of the usage the American prisoners receive from Lord and General Howe, and the officers under them. — Cpts. Lieuts. and other officers of private ships of war, masters, supercargoes, &c. of merchant vessels, with Indians, Mulattoes, and Negro slaves, are all put together between decks, and not allowed to go upon the quarter deck or forecastle, or even a swab or broom to keep the main deck dry. As to their provisions, the allowance is very small, and the quality unwholesome; the meat is served out about nine in the morning, immediately out of the pickle, and if it be not cooked by noon, the miserable prisoners must eat it raw, for the fire at one o'clock is commonly put out. Butter and cheese they have none, but instead of those valuable articles, they have oil, so rank that they cannot eat it. A gill of rum a day is given to them, which is not so strong as sailor's grog. They are often twelve or sixteen hours without a drop of fresh water, nay once they were for twenty-six hours deprived of that necessary supply to human nature; and at that time the prison ship had on board no less than two hundred and sixty unfortunate men, who experienced this cruel usage, and many of whom had formerly lived in affluence. What is still more shocking, this prison ship had neither Doctor or medicine chest.

#### JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Thursday, January 9, 1777

*Resolved*, That Mr. [Nathan] Brownson be appointed a member of the Marine Committee:

1. Ford, ed., *JCC*, VII, 23, 26.

#### MARYLAND COUNCIL OF SAFETY TO CAPTAIN GEORGE COOK, BALTIMORE <sup>1</sup>

No 92

Sir, We have the Pleasure of your favor of the 7th and are sorry to find so many of your men have left you, the only way to replace them is to open a Rendezvous, and offer the same Pay and Terms in every respect, that the Continent does, we cannot expect to get them on lower, of this Proposition of yours we approve; and would further submit to your consideration, if it would not be well to send your Tender to the Mouth of Potomack, or any other place you may think better, and there open a Rendezvous, you may by this Step forward the Enlistments. —

We send you the Time of Entry from Mr [William] Turnbull for your Government. — You will, we doubt not, expedite the *Defence* all in your Power, Delay is dangerous, and much may depend upon her hastily geting to Sea. — be

pleased to apply to Mr [Samuel] Chase, and shew him our letter, he will do, what is necessary relative to the Snow *Georgia*, We are &c.

[Annapolis] Jany 9th 1777.

P.S. The Enrollmt will be sent you To Morrow –

1. Council of Safety Letter Book, No. 2, Md. Arch.

#### JOURNAL OF THE VIRGINIA COUNCIL <sup>1</sup>

[Williamsburg] Thursday, January 9th 1777

Resolved that Captain David Wallace of the Prize Ship *Jane* taken by Captain Thomas Lilly of the armed Brig *Liberty* in the service of this State be forthwith discharged and permitted to return to his Family in Great Britain by any Opportunity that may offer on giving his Patrole that he will not directly or indirectly give any Intelligence to the Enemies of America. Captain Wallace appearing gave his Patrole accordingly.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 307.

#### JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD <sup>1</sup>

January 1777

Moord in Port Royal Harbour

Thursday 9th

PM came in here a Schooner Tender belonging to the *Portland* with a Prize an American Sloop

1. PRO, Admiralty 51/39.

#### JOURNAL OF THE MASSACHUSETTS BRIG *Tyrannicide*, CAPTAIN JOHN FISK <sup>1</sup>

Remarks on Thursday 9 Jany 1777

At 11 Saw the Sun in Eclipse almost total

Saw a Sail to the North standing towards us

Course

Latd By Obs 17d..00m N

N B E

Longd in 59d..14m

At 1 P M. spake the chase the Sloop *Three Sisters* from the Bahama Islands belonging there bound to Antagua with Lumber & Turtle dismisd him to proceed on his Voyage <sup>2</sup> at 3 P M. tack Ship stood to the Eastward

1. John Fisk Journal, AAS.
2. Congress exempted ships owned by inhabitants of Bermuda and the Bahamas from being taken as prizes.

10 Jan.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Friday January 10th 1777

Petition of John McDonnell setting forth that he is a Native of Ireland and has resided in the State of No Carolina for seven Years past, has been a Considerable Sufferer in his property since the present Contest commenced with Great Britain, Had a Brig Loaded with 5000 bus: Salt Seized by a Kings Vessel, in North Carolina, & now a Brig from the West Indias is brought in

and Condemned in this State – He humbly prays the kind Indulgence of the Court to grant him Liberty to return with his Vessell to his Native Country, &c In the House of Representatives Resolved that John McDonnell a Native of Ireland have Liberty to return with his Vessell to his Native Country, upon Condition he Carry with him such of the Irish Prisoners taken by the Brig *Independence* and sent into Plymouth, as are now remaining there and shall Choose to go with Him.

In Council, Read and Concurred

Consented to by fifteen of the Council.

1. Mass. Arch., vol. 36, 424, 428–29.

RECRUITING EXPENSES OF LEVI YOUNG, MASTER OF THE CONNECTICUT STATE  
SHIP *Oliver Cromwell* <sup>1</sup>

Martha's Vineyard, Sept. 10th. 1776.

Ship, <i>Oliver Cromwell</i> ,		To Levi Young	Dr.
[1776]			
Sept	10th	To Expences at Edgartown, to inlist Men	£ 0 . 2 . 0
	11.	To Do Do	0 . 2 . 6
	12.	To Do Do	0 . 2 . 8
	13.	To Do Do	0 . 3 . 4
	14.	To Do Do	0 . 3 . 0
	16.	To Do Do	0 10 . 0
	17.	To Do at Tisbury, and Horsehire	0 10 . 6
	19.	To Do at Cape Codd	0 12 . 0
	20.	To Do Do	0 . 6 . 0
	21.	To Do Do	0 . 5 . 6
	22.	To Do Do	0 . 6 . 0
	23.	To Do Do	0 . 5 . 6
	24.	To Do Do	0 . 3 . 6
	25.	To Do for Boat & Man to Cape Cod	
		from the Vineyard, 7 Days –	0 19 . 6
	26.	To Do at Tisbury to inlist Men	0 . 6 . 0
	27.	To Do Do	0 . 3 . 8
	28.	To Do Do	0 . 3 . 4
	30.	To Do Do	0 . 5 . 6
Oct	1st, 2d	To Do Do	0 16 . 4
	4th		
	7th		
	8.	To Boat Hire from the Vineyard to Bedford	
		for Self & Men	0 15 . 0
		To Cash paid for three Dinners	0 . 3 . 6
	9.	To Do at Bedford for 3 Breakfasts	0 . 2 . 0
		To Do for 3 Dinners.	0 . 4 . 6
		To Do at Howland's Ferry	[illegible]
		To 3 Suppers & Lodgings at Newport	0 . 6 . 6



10.	To 3 Breakfasts & Ferriages at Newport	0 . 4 . 6
	To Cash for 3 Dinners at South Kingston	0 . 4 . 6
	To Do for 3 Suppers & Lodgings at Westerly	0 . 4 . 6
11.	To Do for 3 Breakfasts	0 . 3 . 0
	To Do paid at Groton, for Dinners & Ferriages	0 . 3 . 9
14.	To boarding & lodging Jonathan Welding, William Garrick, & Joseph Thatcher, from this Day to Novr 22d	6 . 6 . 0
1777.		
Jany 10.	To 2 Days Expençe at Falmouth after Men	0 . 13 . 0
	To Suppers, Lodging, & Breakfast for Men at Swansey	1 . 10 . 0
	To Expences at Rehoboth	0 . 12 . 8
	To Ferriages at Providence	0 . 1 . 10
	To Suppers & Lodgings at Providence	0 . 16 . 10
	To Dinners at Plainfield	0 . 13 . 6
	To Suppers & Lodgings at Norwich	0 . 16 . 10
	To Breakfasts at Do	0 . 13 . 4
	To Dinners at New London	0 . 14 . 2
	To 12 Dinners for Men at my House (omitted)	0 . 14 . 2
1776.		
Sept 24.	To Horse-Hire at Cape Cod, (omitted)	0 . 10 . 0
		£23 . 1 . 8
	To my Wages from Septr 10th 1776, to [blank]	
	To Expences to the Vineyard to inlist Men (omitted)	1 . 16 . 0
		24:17 . 8

[Endorsed] The Within accot Examined and allowed Wages to be allowd at the Same Rate as at the time of Mr Yongs Entering on board the Ship *Oliver Cromwell*

John Deshon	} Com[mittee] <sup>2</sup>
Jos Hurlbut	
Eben <sup>r</sup> Ledyard	

1. Conn. Arch., 1st Series, IX, 149a, 149b, ConnSL.

2. Marine Lieutenant Bela Elderkin's account of expenses incurred while recruiting Marines for the *Oliver Cromwell* is in Conn. Arch., 1st Series, IX, 147a, 147b, ConnSL.

COMMODORE ESEK HOPKINS TO EDWARD SOUTHOUSE, BOSTON <sup>1</sup>

Sir

Onboard the *Warren* Jany 10th 1777 –

I receiv'd yours of the 1st instant, and observe the Contents and as to Captn Hacker, or Mr [Philip] Brown, if they made you any Promise they Should in honour Stand to it – I have told the Officers in the Fleet that the Kings Officers

taken had not so much right to the Goods they might have onboard, as Men in the Merchant Service who have no hand in the Quarrel – and as to private Property not being Confiscated I think you are mistaken for the most of the Ships and Cargoes that has been taken and Condemn'd have been altogether private Property, although we have generally given the Masters their private Adventures in Order to Support and carry them home in Character – and on the whole I am willing that you Should have as much of your property as Mr Bradford the Continental Agent, and the Captors will agree to give you – But as I yet do not know what property you had onboard & for what I at present can tell, the greatest part of the Loading may be your property & in that Case it might be too much to give away – I am Sir [&c.]

E H –

1. Hopkins Letter Book, RIHS. Southouse was a passenger on board the ship *Mellish* when captured.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS <sup>1</sup>

Jany 1777  
Friday 10

Moor'd in the Seaconnett Passage [Rhode Island]

At ½ past 6 A M the Rebels began to fire on us from 3 guns they had brot during the Night and placed on the Main from behind a Hill at the back of the Neck of Land that forms the Ferry. we immediately began firing & continued so till 8 o'Clock when I found we could not dislodge them and that every shott from them struck us and kill'd or wounded the People I immediately determind to Slip the Nothern Cable hove to the Sm Br to shift our position they as soon shifted their Cannon to the Black Point I was then Oblig'd to Weigh and get under sail, tho the Wind was very scant and endeavour to lay down over the Middle ground which we accomplished by its being high Water. as soon as the rebels Saw our Sails loose they began to alter their direction of firing their passing over & thro' the Sails and rigging (fourtunately the Masts and Yards were not touch'd) in hopes to dismast us, we had 2 Seamen 2 Mar[ine]s killed & 9 Men Wounded, 4 of them slightly the Ship was hull'd in 8 or 9 places above water & several below in one of which just abaft the Mizn Mast a shot had peirced without going thro' into the Bread room that we made two feet & half in a half hour our rigging was much Cutt, the Mn stay, Collars of the Fore Topmt Stay, 2 Main Studs 3 Lower dead Eyes & Main Topmt Back stays, One Mizn Shrd, Bumpkin Block, M: tackle M & Fore sheets, Topsl Halliards several other running ropes stood out till I could find out the principal leak then stood in to smooth water and drove a shott plug in, after I had done this wore & stood out it coming to blow very strong we found we had reduced the leak to two feet p hour & after it grew Mod: we only md 1 foot p Watch, In standing off and pitching very heavy the Sm Br Anchor not being well secured washed off the Bill Board and gave us a deal

of Trouble to secure it, in doing of which six of the Forecastle Men from being under Water in the wash of the Sea (it freezing very hard) were so greatly Chilled that they were obliged to be carried off the Deck, quite stiff and in great danger found a Shott had enter'd the Booms & totally destroyed the driver Boom or Mn Topsl Yard.

First pt fresh Gales & Squally Middle & Latter Modt & C[l]ear. at 2 P M split the Fore Topmt Stay Sail at 4 handed the Fore & Mizn Top sails

1. PRO, Admiralty 51/181.

#### JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

Middletown, January 10th, 1777.

Lt. Samll Bartram of the brig *Defence* is dismissed from his office on account of his infirmity.

Samll Smedley is promoted to be First Lieutenant of the brig *Defence* instead of Lt. Samll Bartram dismissed.

Henry Billings is appointed Second Lieutenant of the brig *Defence* instead of Samll Smedley promoted.

Bebce [Edward Beebe] is appointed Master of the brig *Defence* instead of Josiah Burnam resigned.

*Voted*, That orders be given for the brig *Defence* to sail on a cruise for three months, and that in case Capt. [Seth] Harding is unable to sail the first lieutenant to take the command.

Orders to be given for distribution of the last prize taken by the brig *Defence*.

*Voted*, That discretionary orders be given to the commander of the *Defence* to join with other privateers if thought best in an expedition against the vessells and wood-cutters at Shelter Island.

1. Hoadly, ed., *Connecticut State Records*, I, 156.

#### *Connecticut Gazette*, FRIDAY, JANUARY 10, 1777

New London, January 10.

About ten Days ago some Difference happening between one John Dennis of this Town, and — Perkins, belonging to the ship *Oliver Cromwell*, Dennis struck Perkins on the Head with a Hoe, which fractured his Scull, and he lies dangerously ill. Dennis is committed to Goal.

Monday Se'nnight the following Accident happened, viz. as some Guns were Scaling on board a Privateer which lay at a Wharf in this Town, Mr. Thomas Lester was struck on the Head by a Wad, and died of the Wound last Friday — He lately removed from Long-Island to this Place on Account of the Troubles there — was an inoffensive Man, and sustained a good Character.

Last Monday in the Forenoon, nine Ships from the Westward passed this Harbour, and stood to the Eastward.

The Transports, which in our last were said to be at the East End of Long Island taking in Wood for the ministerial Army, still continue there under the

Protection of a Man of War. It is said the Inhabitants have suffered much from the Soldiers who rob them of their Effects.

JOURNAL OF AMBROSE SERLE <sup>1</sup>

[New York] Friday 10th [January].

The Govr. [Tryon] has ordered the Institution of a Court of Admty, and appointed it to open next Week. This matter, I fear, will occasion some Difficulties, if not Disagreements.

1. Tatum, ed., *Serle's Journal*, 173.

MASTER'S LOG OF H. M. S. *Roebuck* <sup>1</sup>

January 1777

Do [Cape Henlopen] N24W 16 Lgs

Friday 10th

A M. at 4 saw a Sloop & Fir'd a Shot & brought her too found she was from Georgia to Philada with Rice Hides &c <sup>2</sup> in boarding her the Cutter was stove to pieces so that we were obliged to cut her adrift & Hoist the Other Out, at 8 Made Sail

1. PRO, Admiralty 52/1965.

2. The sloop *Peggy*, Alexander Thompson, master, from Savannah, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Sirs,

Baltimore January 10th 1777.

I did not by the ship yesterday, but can have her this morning for the 4400 Pounds.<sup>2</sup> Shee is a fine Ship built in Philladelphia, but 4 years old, Seeder and live Oke, sales well and compleat full riged, and is as fine a ship as ever I saw. I have sent down George Dafney expres to now if I may take her for you. I think her a bargain if any ship of her sise is a bargain. Pleas let me Now by Mr Dafney and as soon as posible. from [&c.]

Jesse Hollingsworth.

1. Correspondence of Council of Safety, Md. Arch.

2. Ship *Lydia*. The Council approved the purchase on January 11, Council of Safety Letter Book, No. 2, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL <sup>1</sup>

[Williamsburg] Friday January 10th 1777

On a Representation from the Navy Board that the armed Vessell *Musketoe* belonging to this State is ready to proceed on a Cruise provided she could be furnished with an Officer and twenty five Marines and that Captain Alexander Dick had that number of Marines in his Company and was desirous to undertake a Cruise It is Ordered that he be at Liberty so to do and that he be requested to go on board the said Vessell with his Marines as soon as possible.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 310.

PURDIE'S *Virginia Gazette*, FRIDAY, JANUARY 10, 1777

Williamsburg, Jan. 10.

A number of vessels with considerable cargoes of Salt, have arrived since our last.

By virtue of a decree of the Hon.<sup>d</sup> Court of Admiralty of this State, will be sold for ready money, at publick vendue, in the town of York, 12 miles below the city of Williamsburg, on Monday, the 20th instant, the ship *Jane*, about 120 tuns, burthen, with her rigging, tackle, apparel, and furniture; also her cargo, consisting of 79 hogsheads and tierces of Brown Sugar, 21 puncheons and 3 barrels of Rum, 1 pipe, 8 hogsheads, and 12 quarter casks of very fine Madeira Wine, 13 bales of Cotton, and 80 tuns of Fustick, a wood very useful in dy[e]ing. The cargo was shipped at Tortola and intended for the London market, but brought in here by capt. Thomas Lilly of the armed brig *Liberty*. An inventory of the rigging, &c. belonging to the ship, may be seen by applying to capt. Lilly in York, or to the subscriber in this city. Ben: Powell, marshal.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, JANUARY 10, 1777

Port Hampton.

Lower District of James River.

Let all Masters and Owners of Vessels, and others whom it may concern, know, that the Naval Office of this Port is open, and the Officer expects all the inward bound to enter according to the Laws of the Commonwealth of Virginia, where they may have a Permit granted to proceed and dispose of their Cargoes to any District, Ports or Places in the said Commonwealth; and that the outward bound, when they come to clear out, will take Care that they have proper Certificates for their Cargo, with a Ballast Master's Certificate, signed and sealed according to Law. Pork, Beef, Flour, Tar, Turpentine, Pitch and Ballast & Certificates. The Master, Mate, and Boatswain must be at the Office to clear.

Jacob Wray, Naval Officer.

Wanted, a Surgeon's Mate for the Brig *Raleigh*, Capt. [Edward] Travis, now lying at Broadways, on Appamattox. Any Person inclined to enter the Service are desired to apply to said Captain, or the Surgeon on Board.

JOURNAL OF H. M. S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

Janry 1777  
Friday 10th

Castle Island NE 6 or 8 Miles

Light airs inclinable to Calms

At 3 PM Saw a Sail to the NE. do gave Chace [a]t 5 hoisted out the pinnace & sent her Man'd & Arm'd after the Chace it being Calm, at 9 Saw a light which we took to be from the Pinnace do burnt two false fires and fired a Gun as Signal for the Boat,

At 10 PM the Chace came alongside, found her to be the



*Bold Defiance* Sloop from Virginia loaded with provisions  
bound for Bermuda

1. PRO, Admiralty 51/380.

“EXTRACT OF A LETTER FROM JAMAICA, JAN. 10.”<sup>1</sup>

Tuesday a tender belonging to the *Antelope*, Mr. Willet, commander, arrived at Port Royal; she brought in here a man whom she took up at sea, off the north side of the island, a few days since, who gives the following account of himself: His name, he says, is Thomas Cobham; that he was gunner of an American privateer, called the *Lively*, of 14 carriage guns, which foundered in a gale of wind, and all on board, except himself, perished. This poor wretch had floated on a piece of one of the masts four days and four nights, with two more, both of whom were washed off. When Mr. Willet descried the piece of the mast, and not knowing what to make of it, he resolved not to delay his time to look after it, until, by the help of his glass, he thought he discerned something alive; and he then ordered the boat out to see what it was. The poor man had lost his senses; so that when they came up to him he struck at them. It was sometime before he was brought to his right mind, and then he related the particulars of the above misfortune. Two evenings before the tender fell in with him, he was within hearing of a Dutch ship, but could not by his shouts make known his distress.

1. *London Chronicle*, March 13 to March 15, 1777.

DEPOSITION OF FOSTER McCONNELL<sup>1</sup>

Dominica      Before the Honourable Thomas Wilson Esquire Chief Justice of  
the Court of Common Pleas held for Dominica.

The Deposition of Foster McConnell of the said Island of Dominica  
Merchant

This Deponent being duly Sworn upon the Holy Evangelists of Almighty God, deposeth and saith That in the Month of December now last past and which was in the Year of Our Lord One thousand Seven hundred and seventy six he the Deponent went from the said Island of Dominica to the Island of Saint Eustatius, upon the Subject of the Capture of a Brigantine called the *May* whereof one William Taylor was Master and her Cargo taken and seized by an Armed Sloop named the *Baltimore Hero* whereof one Ezekiel John Dorsey appeared or acted as Master on the Twenty first Day of November now last past, the said Brigantine and her Cargo at the Time of such Capture being owned by this Deponent in Partnership with his Brother Bendal McConnell and Messrs Benson and Postlewaite of Liverpool Merchants and Mr William Brown of Cork Merchant who are Subjects in Allegiance to His Majesty and under his Protection and being then bound to Saint Eustatius And on this Deponents arrival at Saint Eustatius he was informed by Governor DeGraaff the Governor of the said Island of Saint Eustatius, in the Presence of some of the Members of the Council of that Island That he the

said Governor DeGraaff had seen the Capture of the Brig (meaning the Brigantine called the *May* whereof the said William Taylor was Master) by the American Privateer (meaning the said privateer or armed Sloop the *Baltimore Hero* whereof the said Ezekiel John Dorsey was Master) And that he the Governor also viewed the whole Transaction and stood looking at it for sometime And he also told the said Deponent that the Privateer was in his Port some time after the Capture of the said Brig was made And that he Governor DeGraaff has taken the Deposition of the Master or Captain of the said Privateer relative to the Capture of the said Brigantine And this Deponent further saith That the Capture afresaid from its being made so near to the Island of Saint Eustatius by His Majesty's Rebellious Subjects or Persons supposed to be Authorized by them made much noise in the said Island, as it was conceived to be the Governor's duty to interfere and compell the Captors to restore the Brigantine and her Cargo to the Proprietors thereof and when an Enquiry was made by Governor DeGraaff and the Council of Saint Eustatius in consequence of Letters from Vice Admiral Young and the Commander in Chief of the Leeward Islands and partly on this Deponents Application relative to the Ownership of the said Privateer or armed Vessel and the Capture made by her of the said Brig *May* and Cargo, upon the first Evidence being sworn the Deponent being present thought himself intituled inpoint of Justice to ask and accordingly he did ask the Evidence some Questions when the said Governor DeGraaff told the Deponent to take Care what he was about for that he the Deponent was not at Liberty to ask what Questions he pleased and at the same time the Governor addressed himself to the Deponent and sayed Sir, You must take care how you accuse Mr Vanbibbee [Abraham Van Bebber] (meaning Mr Vanbibbee at that time a Merchant in Saint Eustatius and suspected to have been concerned in fitting out and arming the said Vessel called the *Baltimore Hero*) for if you accuse him it may be of serious Consequence to you, upon which the Deponent apprehending Danger from the Governors Threats gave himself no further Trouble about the Matter of Enquiry as to the Ownership of the said Privateer or armed Vessel the *Baltimore Hero* And this Deponent saith he afterwards heard and saw several other Persons called in and a few Questions asked them the particulars of which was reduced into Writing And this Deponent further saith That Mr Vanbibbee was also called up and Governor DeGraaff told the said Vanbibbee the report that was circulated of his being the Owner & fitter out of the said Privateer or armed Vessel the *Baltimore Hero* upon which the said Vanbibbee declared that he only supplied a Man in the said Privateer with Fifty Johannes's and a Case of Gin And that upon the second day's Enquiry as aforesaid the said Vanbibbee was called upon to declare on Oath what he had sayed the Day before when the said Vanbibbee refused and would not declare on Oath what he had sayed the Day before And sayed the Law did not force a Man to Swear when he was accused That Governor DeGraaff told the said Vanbibbee his refusing to Swear what he has declared the Day before would cause a greater Suspicion against him than ever And that he the said Vanbibbee still persisted in refusing on

which the Deponent was desired to quit the Room, in which the Examinations were taking, and afterwards the Deponent learnt that some Alterations were made in the Questions proposed to Mr Vanbibbee and that he then swore to his Answer to such altered Questions. But this Deponent saith although it was generally reported and believed in Saint Eustatius that the said Mr Vanbibbee was an Owner and concerned in fitting out the said Piratical armed Vessel the *Baltimore Hero* with an Intent to injure and distress His Majesty's good and loyal Subjects Yet this Deponent was not able notwithstanding the Letters and Representations from Vice Admiral Young and The Honorable Craister Greatheed the Commander in Chief of the Leward Islands to obtain any the least Satisfaction from Governor DeGraaff for the illegal and Piratical Capture of the said Brigantine *May* and her Cargo, whereby this Deponent is apprehensive unless he can obtain Justice by some other Means, he and the rest of the Owners will entirely loose their Property.

Signed Foster McConnell

Sworn before Me and Certified under my hand and Seal this Tenth day of January One thousand Seven hundred and Seventy seven

(L: S:) Signed T Wilson C. J.

[Endorsed] The Deposition of Foster McConnell, relative to the piratical Capture of the Brige *May*, whereof Wm Taylor was Master, by the Armed Sloop *Baltimore Hero*, whereof one Ezekial John Dorsey acted as Master. In Presidt Greatheads of 31st Jany 1777.

1. PRO, Colonial Office, 152/56, 40-41.

11 Jan.

#### JOURNAL OF THE NEW HAMPSHIRE COUNCIL <sup>1</sup>

[Exeter] Saturday Jany 11th 1777 –

Vote giving leave to the Ship *Portsmouth* Robert Parker Commander (being a private Ship of war) to Sail on a Cruise, bro't up Read and Concurred.

1. Council Records, Council Book, VII, 1776-1778, 140, N. H. Arch.

#### CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gentlemen

Boston 11th Jany 1777 –

Since my Arrival here on the 15th Ultio I have from a variety of circumstances been unable to give you any Satisfactory account of the Situation of the *Alfred*. – The Council here have Amused me with unmeaning promises of taking charge of my prisoners from day to day – but have taken no effectual step 'till a day or two ago when they were escorted by land to be exchanged at Rhode Island – So that I am but now releived from the honorable Office of Jail-Keeper

I had the honor of receiving yours of 10th Ultio P Mr Brown the 1st Current – it gives me extreme concern to inform you that the Ship is from her construction in

no fit condition for Sea Service as will Appear more at large by the within paper which, with becoming deference, I submit to Your inspection – The men who were entered at Rhode Island for the *Alfred* by the Commodore's Order were engaged only for a Cruise and those, a few excepted, who were with me in the *Providence* have Served out their term of Enlistment so that I have very few Men left – I shall now employ them to refit the Rigging – and wait Your further Orders – if Seamen can be engaged I can have the Ship in readiness for Sea within a Week after your final determination shall reach Boston – at present I think it unadvisable to have any thing done to the Hull. – I hope in my present disagreeable Situation to Stand Acquited of Lukewarmness in the Service – I make no Boast of the past since Actions Speak best for themselves – but should you think proper to Order me out again with the *Alfred* even in her present Situation – I will Obey 'tho more than my life, my Honor may be the forfeit. ~~It is not for me to Advise but perhaps the Advantages might be greater to the Continent if the *Alfred's* Warlike Stores were put on Board of Another Ship for~~ the *Alfred* is much more complete for the merchant service than She can be made for War – being Well calculated for Stowing Tobacco She would make a good Remittance. – It remains that I give you a full and particular Account of my late Cruise – I think I can account to your Satisfaction for my Conduct. But as this Express is to set out immediately – and as I did not know of the Opportunity till very lately – I hope you will for the present be pleased to excuse a further Account.

I have the Honor to be with due Gratitude and becoming respect Gentlemen [&c.]

Jno<sup>d</sup> P. Jones

N.B.—if the within paper is Approved of please to return the original that it may be properly extended.—

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 103–04, NA. Jones' deletions in this draft are lightly crossed out and easily readable.

MASSACHUSETTS BOARD OF WAR TO SAMUEL & ROBERT PURVIANCE, BALTIMORE <sup>1</sup>

War Office,

Gentn

Boston Jany 11th 1777

Enclos'd you have Invoice and Bill of Lading of a parcel of Rum and Sugar on board the Schooner *Hazard* Benjamin Hammond Master, which we wish safe to your Hands. – You will dispose of this Cargo as of the others we have ship[p]ed to you & load the Schooner back with good common Flour with the Addition of Five Tons Pig Iron, and four Tons Bar Iron – The Pig [Iron] we expect will be part of what we purchas'd by Mr Henry Stevens for Account of this State. –

Should you at any time make advances for us, the Board will reimburse you at the shortest Notice by Bills upon Philadelphia if agreeable. – By order of the Board,

Sam<sup>l</sup> Phps Savage Prest. P. T.

1. Mass. Arch., vol. 151, 16, Letters from the Board of War, 1776–1780.

BILL FOR THE MASSACHUSETTS SCHOONER *Runfast* <sup>1</sup>  
The Schooner *Runfast* Portlage Bill for a Voyage from Boston to Virginia or Maryland  
Nehemiah Some's Master - Boston

Mens Names	Stations	When Shipt	what P Month	Priviledge	Advance wages	when discharg'd	whole Wages	Wages due
Nehemiah Some's	Master	Jany. 7 1777	£ 7. -	100 bushels	£ 7. . 0. . 0			
	Mate	Jany. 1777	£ 6	40 bushels	£ 6. . 0. . 0			
Samuel Gooding	Seaman	Jany. 8 1777	£ 4. 10/ -		£ 4. 10/ -			
Willm Sweetur	ditto	Jany. 8 1777	£ 3. . 6/ -	No priviledge	£ 3. . 6. . 0			
	ditto	Jany. 1777	£ 4. 16/ -		£ 4. 16/ -			
					£ 25. 12. . -			

Boston Jany. 11. 1777    The Above is a Copy of my Portledge bill  
as Witness my hand  
Nehemiah Some's

1. Cushing & White Papers, PM.



JOURNAL OF H.M.S *Scarborough*, CAPTAIN ANDREW BARKLEY <sup>1</sup>

Jany 1777

Nantucket Shoal N71Wt Dist 18 Leagues

Saturdy 11th

at 7 [A.M.] saw a sail to the No ward at 8 TKd Ship & gave  
Chace at 9 fired 2 shot & brot too a brig from [illegible]  
Capes bound to Bristol in New England – sent a Petty Offi-  
cer & 8 men on board her – wore & made sail – a swell  
from the No ward. –

1. PRO, Admiralty 51/867.

*Providence Gazette*, SATURDAY, JANUARY 11, 1777

Providence, January 11.

Undoubted Intelligence is received from Newport, that the Enemy consider the Inhabitants on the Island as Prisoners of War, and have absolutely refused to grant the Benefit of their boasted Pardons to a Number who made Application for the same.

We also hear that the *Experiment*, of 50 Guns, commanded by the infamous Wallace, sailed for England a few Days since; and that the *Asia*, of 64 Guns, was soon to follow, with General Clinton on board, his Baggage being already embarked.

It is said that the Enemy's Troops in Newport have received Orders to hold themselves in Readiness for Embarkation at a Moment's Notice, but whether on board Transports or their flat-bottomed Boats is not mentioned: A Number of Carpenters have been busily employed in repairing the latter.

Thursday last [January 9] 98 Prisoners, taken in several of the Enemy's Vessels by the *Alfred*, in her last Cruize, arrived here, to be exchanged.

The *Eagle* Privateer, Capt [Isaac] Field, and a small Privateer from the Eastward, have taken a light Transport Ship of 500 Tons, bound from New-York to England, and sent her into a safe Port.

A Prize Vessel, loaded with Rum, taken by the *Game Cock* Privateer, we hear has fallen into the Enemy's Hands at Newport.

The Sloop which was dispatched from hence to Block-Island the 13th of November last, as a Flag of Truce, with a Number of Prisoners, in order to exchange them on board one of the Enemy's Ships, returned here last Sunday: The Ship having gone on a Cruize, the Sloop, after waiting some Time for her Return, was brought into Newport by the Fleet which lately arrived there. The Officer who went with the Flag was detained as a Prisoner while at Newport on board the Commodore's Ship, and when permitted to return was informed that Lord Howe had sent a like Number of Prisoners to New-London; but it since appears that they were obliged to give their Paroles on leaving New-York. The Sloop was employed by the Enemy in carrying Provisions, &c. to the Shipping in the Harbour, and when delivered up was plundered of almost every Article on board.

COMMODORE SIR PETER PARKER TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

Copy.

*Chatham* off Newport Rhode Island

My Lord

11th January 1777.

I am honored with your Lordships Instructions of the 22d, and also with your Letters of the 26th and 27th of last Month, and shall do my utmost to obey your Lordships Orders and fulfill your Intentions in every particular. The *Senegal* and *Tryal* arrived the 2d Instant in the Evening, and the next Morning the former returned to her Station; Captain [Roger] Curtis finding by Lieutenant Brown's Orders that the Dispatches he was charged with were of great consequence, and hearing that a Cartel Vessel had passed the *Tryal* bound for New London, he took them from Lieutenant Brown, and brought them to me.

I have delivered to Captain Caulfeild [Toby Caulfield] your Lordships Commission appointing him Captain of the *Bristol*, for which I must beg leave to return your Lordship my most grateful Thanks. Commodore Hotham has received your Lordships Order and separate Instructions: I have put the *Brune* under his Command, and shall send the *Emerald* after him, as soon as she can be spared. December the 14th a Consultation was held, at which the Generals Clinton, Lord Percy and Prescott, Commodore Hotham and myself were present; it was then determined that the Season was too far advanced, and the Weather too severe for the Troops to act. It therefore becomes me in the first Instance to provide against the Escape of the Rebels from Providence and Taunton Rivers; In the former I am told there are about Fifteen small Privateer Sloops, from Eight to Twelve Guns, besides all the Ships and Vessels mentioned in the List I had the Honor to transmit to your Lordship by the *King's fisher*, Except the Ship *Jane* of Twenty Guns, which I am informed is now at Swansey up Taunton River; and as from the several Services your Lordship requires to have performed many Frigates will be wanted, I shall keep as few here as the important Service of blocking up the Rebel Vessels will demand. And for this purpose, I think that three Frigates, besides the Three Fifty Gun-Ships will be necessary; which I would propose to station after the following Manner, as established Guards. Viz: One Fifty in the West Passage, One off Newport, and one to the Southward of Dyer's Island. One Frigate to be advanced to the Northward of Dyer's Island, another to the Northward of Hope Island, and the third in the Seakennet Passage.

When all the Ships intended to sail soon are gone, we shall then have only the number left that I beg leave to recommend for an established Guard. Those Ships will be for the present – the *Chatham*, *Renown*, *Centurion*, *Diamond*, *Cerberus* and *Sphynx*. The *Diamond* arrived the 14th of December and I directed Captain Feilding to place her in the best Situation for blocking up the Passage between Warwick Point and Patience Island. The 2d Instant it blowing hard at S E, the *Diamond* was obliged to veer to a whole Cable, and the Ship having hardly more than Room to swing from it, and the Wind shifting suddenly to SWbW, she tailed the Ground on the Ebb-Tide, the Anchor coming home a little, being in loose Ground. She got off the next Day without any apparent Damage, except from five Shot which hulled her, as by Account enclosed. The *Sphynx*

is at present to the Northward of Hope Island, and when the *Diamond* has stopped the Shot-Holes under Water, and is ready to move from this place; she will be stationed to the Northward of Dyers Island, and the *Emerald* will proceed to join Commodore Hotham. The Rebels drew some Cannon down to Warwick Neck, and sent a Gally and a small Sloop<sup>2</sup> down from Providence, but these last did not venture within Gun-Shot. This Garrison being in great want of Wood, and the General having contracted for a Supply from Shelter Island, near Long Island, the *Ambuscade* sailed the 25th December for Shelter Island with ten Transports under Convoy. The *King'sfisher* has Orders to see the *Trial* Schooner (Lieutenant Brown having Dispatches from General Clinton and myself to your Lordship and Sir William Howe) as far as Plumb Island, and then proceed to Shelter Island, and take under his Direction such Transports as may remain there after Captain [John] Macartney sails from thence with as many as are now loaded. As the *Carysfort's* Cruize is almost finished, should the *Ambuscade* arrive before the *Niger*, I shall send her off New London, and the *Niger* to block up the Ports in Buzzard's Bay.

I have dismissed Mr Stelle with the Cartel Sloop and he seems well satisfied with the Reasons for his De[tention] I have apprised him that the further Exchange of Prisoners on either Side hereafter will be conducted under my Direction. We have settled the Account of the Thirty six Prisoners enlarged by your Lordship, and the Balance is Thirteen due on the part of his Employers. In my Instructions to the Captains of the Cruising Ships, they shall be permitted to exchange Prisoners, agreeably to the Mode adopted by your Lordship. I shall use every Means in my Power to make known and explain to the Inhabitants of the Elizabeth Islands and the adjacent Coasts of the Continent, the Reasons for our Ships proceeding to such Severities on their unwarrantable Treatment of our Flag of Truce. I have from my first Arrival granted Licenses for Fishing; but the Weather has been so bad, that we have not as yet benefitted by them. The 6th Instant the *Kingsfisher* arrived with the Nine Victuallers mentioned in your Lordships Instructions; I have appointed Mr John Read the Purser of the *Chatham* Deputy Agent Victualler at this Port, and shall be particularly attentive to have the Ships unloaded and discharged here, or sent home at the Option of the Masters, as soon as possible. I have paid due regard to the Flat-Boats, and indeed every Care is necessary to keep them in order. Many of them suffered the Day after the landing; it blew hard at NW. They are hauled up on Goat-Island, and repairing under the Inspection of the Carpenter of the *Chatham*. They will all except Two or Three be soon I hope in excellent Order. I never saw a place so bare of Naval Stores of every kind. We have found Plank sufficient for the purpose, but are in Want of Tar, Nails and Iron-Work; the Tar cannot be procured as yet, tho' many Stores have been searched; but the Nails and Iron-Work we shall be able to make with two of the Ship's Forges, which are now employed for that purpose. Your Lordship knows how We are circumstanced with respect to Slops and Naval Stores.

I shall be glad of your Lordship's Instructions relative to the payment of Artificers, and also for any Naval Stores that may be got here. Your Lordship will receive herewith the following papers: Viz: Sentence and Minutes of a





*Sir Peter Parker*

“A LIST OF PRIZES TAKEN, AND VESSELS RETAKEN BY HIS MAJESTY’S SHIPS  
ISLAND THE 11TH OF

When Taken	By What Ship Taken	Where Taken	Name of the			No of		
			Vessel	Master	Owner & Residence	Tuns	Men	Guns

1776									
Dccr	7	<i>Experiment</i> Capt Jas Wallace	{ Newport Harbour Rhode Island }	<i>Polly</i>	Robt Nelson	{ Robt Nelson Eddington No Carolina }	160	12	-
	18	<i>Chatham</i>	off Newport	{ <i>Betty</i> retaken Transport }	Jas Sutton proper Mastr	-	-	-	-
	29	<i>Cerberus</i>	Block Island	<i>Success</i>	Giles Peirce	{ Jno Page Providence }	36	4	-
		Do	{ Do NWbW. 7 Leagues }	<i>Betty</i>	T. Brice retaken	{ Londonderry }	120	-	-
	30	Do	{ Montauk pt Long Island }	<i>Liberty</i>	Solo Phipps	Bradley & Burr Fairfield	120	8	-

1. PRO, Admiralty 1/486.

Court Martial held the 14th of December last on Mr Francis Goold, Boatswain of the *Ambuscade*. State and Condition of His Majesty’s Ships &ca List of ten Transports gone to Shelter Island for Wood under Convoy of the *Ambuscade*. List of Prizes and Vessels retaken. Account of Shot fired at the *Diamond*. An Account of Stores taken out of the *Asia* and *Experiment* – Also of Marines &ca

Your Lordship will see in the List of Ships retaken &ca the *Betty* Transport, which was under Convoy of His Majesty’s Ship the *Flora*: the Master was suffered to remain in her, but all the Crew were taken out. She has been pillaged by the Rebels, and her Sails and Rigging so bad, that she is not fit for Sea, nor do I believe she can be tolerably fitted here for the purpose of being taken again into the Service. Some Men from the *Chatham* have the Care of her, and the Master continues onboard.

There are Precedents to go by in these Cases, but as I do not know any, I beg to be instructed by your Lordship, and to receive your Directions. By the Charter Parties, the King pays a Value stipulated for Ships that are taken, when in His Service; and I am doubtful whether she now belongs to the King, or



UNDER THE COMMAND OF THE COMMODORE SIR PETER PARKER — RHODE  
JANUARY 1777<sup>1</sup>

From Whence	Where bound	Loading	How Riggd	To what Port sent	To whose care Consign'd
No Carolina	Lisbon	{ 60,000 Pipe Staves 5,000 Hogshd do 3,000 pds Beeswax }	Brig <i>Fashion</i>	Rhode Isl	Mr John Read
Spanish River Cape Breton	New York	Empty	Ship	Do	{ Taking by the <i>Alfred</i> Rebel Privateer 5 Decr 1776 off Louis- burgh hav- ing partd the day be- fore from the <i>Flora</i>
Chas Town So Carolina	Providence	Rice, Indigo & Leathr	Schooner	Do	{ Mr John Read & Mr Jno Townshend
Jamaica	Londonderry	Rum	Brigg	Do	{ Chas Fouace Esqr of Man- ners Street Chelsea to receive the Salvage
New London	Wt Indies	Horscs, Flour & Lumber	Brigg	Do	{ Mr Jno Read & Mr Jno Townshend

P: Parker

whether she ought to be given up to the Master, who is willing to take her in behalf of the Owners, and They to settle the Damages with the Crown. The *Experiment* sailed the 8th Instant and the *Asia* will receive General Clinton on-board to-morrow, and proceed as soon as possible. I have the Honor to be  
With true Respect My Lord [&c.]

P. Parker

[Endorsed] In Lord Howe's Lre of 13 Feby 1777

1. PRO, Admiralty 1/487.

2. Continental Navy sloop *Providence*.

JOSEPH TRUMBULL TO JARED TRACY<sup>1</sup>

Sir

Hartford 11th Janry 1777

By the foregoing Resolve of Congress you will See that a number of Vessels are wanting immediately to carry that resolution into execution.<sup>2</sup> For that purpose I hereby Request you to go to Dartmouth in Massachusetts bay State & from thence to the several Sea ports in that State, where Vessels are and probably may

be had for the Voiage & Procure enough if to be had to transport 30,000 bbs flour & 11,000 Casks Rice from the Southern States to New England for the use of the Continental army. You'll either make agreements of Charter or affreightments as you shall find best, or both as you can agree in both Cases taking the whole risque on the Continent, & I hereby authorise & Impower you to Sign such agreements in my behalf, which shall & may Esteemed, I hereby making the Same to all intents & purposes in Law or equity as Valid as If I my self Sign'd the Same. You will lose no time in Executing this Order. I here with give you One thousand pounds Lawfull money to be improv'd in Defraying expenses thereon, to be Accounted for. I also give you herewith letters to the Honle James Bowdoin, on him you must Call and request a Liberty for these Vessles to Sail notwithstanding the Embargo, when you shall have got any Vessles ready you will direct them, Eight or ten of the first that Sail to go into Potomack River as I have notified the Governor & Council of Virginia agreeably to that. I shall hear from them and must hear from you by every opportunity, direct to me at Hartford. You'll purchase provisions for the Vessles at the places where you take them up or apply to Mr. Charles Miller in Boston for them as you may find best on examination The Vessles will go in Ballast, let as little be Said of the Matter as may be & execute it. Give only a short order to the Master to go to Potomack & there take further orders from the Governor & Council of Virginia or such persons as they shall appoint. You'll have all the Vessles duly apprais'd by good men to Assertain the Sum to be paid in Case of Loss and have the agreements made accordingly, in all things you will use your best skill and Judgement & greatest dispatch in executing the Orders. I am wishing you Success [&c.]

Jos. Trumbull

1. Miscellaneous Letters, Force Transcripts, LC.

2. The Congressional resolve of December 26, 1776, reads:

Resolved, That J. Trumbull, Esqr commissary general, be empowered to import, at the continental risque, from Virginia and Maryland, and the other southern states, such quantities of flour and other provisions as he may judge necessary for the support of the army.

Ford, cd., JCC, VI, 1040, 1041.

GOVERNOR JONATHAN TRUMBULL TO THE OFFICERS OF THE CONNECTICUT BRIG  
*Defence*<sup>1</sup>

Gentlemen

It is Represented to the Govr & Council of Safety that the Enemy are Cutting and Loading Wood on Shelter Island and that some Armed Vessells might Act in Consort against them with Safety and Greatly annoy those Plunderers

You are therefore with the Advice of my Said Council of Safety Directed to Consult with the Officers of the Armed Vessells in N London Harbour on the Subject and if they Judge they Can with Prudence Join and Attack the Enemy with Success you will Act with them in that Service (if you think fit): otherwise your Whole Attention will be Immediately Turned to Promote the Cruise now Ordered

Give under my Hand in Middletown the 11th Day of Jany 1777

J: T ——— 1

[Endorsed] Directions to the Commission Officers on board the Brig *Defence* re Shelter Island Wood Cutters—

1. Conn. Arch., 1st Series, IX, 89, ConnSL.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN SETH HARDING <sup>1</sup>

Sir

On Receipt of this you will with all possible Dispatch Sail with your Crew on Bord the Brig *Defence* on a Cruise for three months on the High Seas against the Enemies of America and take seize and Make Captures of Such Vessells and their Cargoes within your power as by the Laws and Resolves of the Congress of the united States of america and Liable to be taken and held as Lawful Prize and them Send into this or such other of these States as you Judge may be Done with the greatest Safety—and in Case your want of Health will not admit of your takeing the Command in Person for this Cruise you will Order Lt Smedley to Sail with the Command for the Cruise aforesaid with these orders —

Wishing you a Prosperous Cruise and Safe Return—

Given under my Hand in Middletown  
the 11th Day of Jany Anno Dominic 1777

Jonth Trumbull

To Seth Harding Esqr of the }  
Brig *Defence* }

A true Copey Test Samul Smedley

1. Harding Papers, MHA.

GOVERNOR JONATHAN TRUMBULL TO LIEUTENANT EBENEZER BARTRAM OF THE  
CONNECTICUT BRIG *Defence* <sup>1</sup>

Sir

the Govr & Council of Safety [are] Informed That you are Infirm & Incapacitated for your Command on Board the Brig *Defence* though your Skill, Courage, and Faithfulness are well Approved of —

Your are therefore Discharged from your Office and Place on Board with our Thanks for your Past Good Service

Given under my Hand in Middletown the 11th Day of Janry 1777 —

J. T — 1

1. Conn. Arch., 1st Series, IX, 127, ConnSL.

ROBERT MORRIS TO SILAS DEANE <sup>1</sup>

Dear Sir

Philada Jany 11th 1777

I have written you along letter on the present State of public affairs & intend this on Commircial matters. Your favour dated paris 30th Septr last is the only one I have from you and from the tenor of it I judge that several of yours to me & mine to you must have miscarried. I have long been aware that you wou'd suffer vexations for want of remittances & have often told the Committee so, yet such has been our situation and Circumstances it was not possible to mend the matter, in a former letter I told you of the several Captures of ships & Cargoes intended

for different parts of Europe to provide you with Funds, our Ports were shut the greatest part of the Summer & now again when we expected them certainly to be open, the Enemy are Cruizing at the mouths of our Bays and along the Coast with more industry than ever, I have told you in my other letter that the Eastern States had little fit for exportation to Europe, their Fisherys being prevented, there is no Oil, Fish, Whale Bone &c as formerly, they are not employed in making Pot & Pearl Ashes as usual & in short there is nothing for an European Market but Masts & Spars from New Hampshire, some little Bees' Wax & Flaxseed in Connecticut & Rhode Island. The Secret Committee gave orders to Mr. Langdon to Ship Masts & Spars on the Public Account & to John Bradford Esq at Boston to purchase Such Prize Goods as wou'd serve for remittance, they Commissioned Mr Shaw at New London to buy Flaxseed &c but all to little purpose. Mr Langdon has done something the rest have not, at New York nothing cou'd be done you must be sensible, indeed Genl Washington was obliged to stop for the use of the army some Cargoes that Mr Livingston and Mr Lewis had shipped there. here we were blocked up the best part of the Season and lost several Valuable Cargoes intended for you indeed the principal part of our Trade was obliged to be carried on in small Vessels & these were hardly sufficient to pay for the necessarys we imported from the West Indias, in Maryland & Virginia we have been buying much Tobacco & as fast as Vessels cou'd be got to carry it to market they have been sent off but they are very scarce in all the States to the Southward of this, and Seamen, Cordage, Canvass, & other materials still more scarce, to send them from one part of the Coast to another was extreemly hazardous whilst our Enemies Cruizers covered the Seas in their very track however we have been obliged to adopt this mode & buy or charter Prize Ships in N England to go in Ballast for Virginia, Maryland & Carolina whether they will get safe or not is very doubtfull but if they do, we hope you will still be provided in the Course of this Winter with satisfactory remittances for we have many thousand hogsheads of Tobacco ready, & that article of all others will make the best remittance from Carolina they had no trade at all untill very lately that some small vessells have gone from hence with flour & Iron to them, & some few French Men from the West Indias have Ventured thither, however the Committee have lodged Funds & orders with Messrs Levinus Clarkson & John Dorsius<sup>2</sup> to ship largely in Rice & Indigo, and if they can get Ships this will be done, the same from Virginia & Maryland, and from hence when we can but our River is now full of Ice & our Bay pestered with British Men of War, in short you may perceive clearly that it is absolutely necessary the French shou'd send us aid in the Naval line. A few Line of Battle Ships under our direction last Summer wou'd have totally destroyed Ld Howe's fleet & Transports & a few of them next Summer will command our Rivers & Bays so that Ships may get in and out when once at Sea they must take their Chance & that we are content to run, but whilst they can ride securely Masters of the Mouths of our Rivers & Bays it is next to impossible to escape and so we have found it. These Considerations induce me to wish you may have negotiated some loans with the French Court that they may become so interested as to send their Men of War, in order to Cover their



own remittances. We did not find it necessary to direct remittances for you into Holland as France cou'd draw on Lisbon, Cadiz & equally well, but unluckily little has arrived for them to draw.

I am very sensible of your difficulties and I think those you are Connected with must be sensible of ours and that they will exert themselves to get them removed, however I wish you may have negotiated a loan & shipped the Goods and Stores you mention for the West Indias that we may get em from thence in small fast Sailing Vessells unless you cou'd send them out in Men of War of the Line. In the late Confusion and alarm at this place I sent all my Books & papers out of Town where they still remain so that I cannot at present have reference to what I wrote you the 5th June, but I am much concerned that you depend on Insurance being made here — this business has been totally dropped this Summer for altho the Underwriters might otherwise have been willing to Continue it, yet the ample employmt every body have found either in public or less hazardous business, induced them to lay it onside, and as things are now Circumstanced it wou'd be impossible to prevail on them to take it up again in this City. New York is in the Enemies hands, so that there is no place but Boston where there is the least chance of getting Insurance done & even there they are not fairly got into their geers again. I hope my Brother has Communicated to you what I formerly wrote him on the Subject of Insurances & that you will have got them done in France or Holland on whatever property you may have Shipped this way —

As yet nothing has arrived nor do I know of any thing you have shipped being taken — Capt Morgan was taken near Cape May & is but just discharged from the Man of War<sup>3</sup> — he tells me he had but little Goods on board & that the dispatches were all sunk, — the Young Man that was passenger with him is still detained at New York a Prisoner — I suppose it was by him you wrote respecting the Loan I had mentioned &c. — Shou'd you have engaged in a plan of sending out Goods to the Value mentioned & we are tollerably lucky in getting them in, great things will be done, — they will sell for enormous prices and I will invest the Money in Tobacco Indico, Rice &c which shall be shipped back fast as possible. The things intended for your Family I suppose were on board Capt Morgan but have not come to hand. I shou'd have been proud to had an opportunity of sending them forward. I had the pleasure of seeing one of your Brothers here some time since who told me all your family were well —

Tobacco is to be sure a fine price in Europe and I hope we shall benefit thereby before long, both for the Public & in some degree for ourselves also. Shou'd you obtain a French Fleet to come out here, then will be the time to Speculate and I wou'd have you to charter & send out some Ships with Salt for Virginia — Maryland & this place to carry Tobacco back, — my Brother will Conduct the business & you and he must fix the Concern or Shares, but if no fleet, send no Ships — let us wait & look further first — The Congress give me too many employments & heap vastly too much on me for any Man living to do as it shou'd be, — if they had left me to manage their Commercial Matters & those only I cou'd have done great things, but instead of that all their active business is pushed on me, much against



my judgement altho inclination prompts me to do what I can in any line that promotes the service of my Country.

I wish for time & opportunities to write you much oftner than I do and I am also very impatient to hear from you again being Dr Sir [&c.]

Rob<sup>t</sup> Morris

1. Deane Papers, ConnHS.

2. Continental agents for South Carolina.

3. *Mary*, J. Morgan, master, from Bordeaux to Philadelphia, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487, and see journal of H.M.S. *Lively*, November 1, 1776.

#### MASTER'S LOG OF H.M.S. *Roebuck*<sup>1</sup>

January 1777

Do [Cape Henlopen] N 24 West 16 Lgs

Saturday 11th

A M. at 7 Saw a sail to the SE & gave chase at 9 got one of the 9 Poundrs on the Gangway & Fire'd several 6 & 9 Pds shot at the chase, at 11 Brot too the chase which was a Brig from Cape Nichola Mole to Virginia Sent hands on Board & took the prisoners out<sup>2</sup>

First part dark Rainy Wr Latter Fresh gales & cloudy, P.M. at 3 Saw a Sail to the SE gave chase 1/2 pt 5 lost sight of the chase by night coming on.

1. PRO, Admiralty 52/1965.

2. Brig *Adventure*, Lawrence Sandford, master, with powder and sail cloth, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

#### VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS<sup>1</sup>

Copy  
Sir

*Antelope* Jamaica

Jany 11h 1777.

Since I closed my dispatches, I have received Information of two American Privateers having cut out a Ship nearly loaded, from one of the Harbours on the North side of the Island, which obliges me instead of sending the *Winchelsea* to follow the *Maidstone*, for the Protection of the Convoy expected from England (which I inform'd their Lordships was my intention) to station her on the North side, in order to prevent the Rebels again Visiting that part of the Island, I also beg leave to inclose their Lordships a Copy of a Letter, I this day received from Captn Davy [Thomas Davey]<sup>2</sup> relative to the French supplying the Rebels with Ammunition Captn Davy acquaints me that their fears of an Invasion in West Florida, seems to be all subsided, And am, with great respect &c

Clark Gayton

[Endorsed] In Lords of the Admiralty of 13th March 1777. (1)

1. PRO, Colonial Office, 5/126, Part 1, 223.

2. Davey commanded H.M. Sloop *Diligence*, based on Mobile.

#### THOMAS WARNER TO VICE ADMIRAL JAMES YOUNG<sup>1</sup>

(Copy.)

Antigua 11th January 1777.

Sir, On the 8th Instant I was favoured with your first Letter of that date, and on the 9th with your Second Letter of the same date, and in the first of those Letters you are pleased to acquaint me, that an Armed Sloop had taken two Vessels on the

high Seas, and brought them into the Port of St John in Antigua, and give me leave, Sir, to inform you that the Owners of that Armed Sloop (which is called the *Reprisal*) acquainted me therewith, as soon as She had brought in those two Vessels, and I did, with the utmost expedition in my power, proceed against them and their Cargo's as rights and perquisites of the Admiralty, by affixing Monitions up against them, and taking the preparatory examinations usually taken upon the like Occasions, And I am extremely concerned, that you should look upon the Captors of those Vessels and the Owners of the *Reprisal*, as Robbers upon the High Seas, as I do, with the greatest Submission and deference to you, think that they have not been guilty of the horrid Crime, which you lay to their Charge, and if they have been guilty of any Crime, it is at most only an infringement upon the prerogative of the Crown, but I do not even think that Crime imputable to them, and if it was, I humbly conceive his Majesty would be most graciously pleased to Overlook it, as he has by his Royal Proclamation for suppressing Rebellion and Sedition, dated the 23d of August 1775 thereby declared that not only all his Officers Civil and Military are obliged to exert their utmost endeavours to Suppress such Rebellion, and to bring the Traitors to Justice, but that all the Subjects of his Realm and the Dominions thereunto belonging are bound by Law to be aiding and Assisting in the Suppression of Such Rebellion, and as the King and Parliament of Great Britain have thought that the prohibiting all Trade and intercourse with the Rebellious Colonies would be an Effectual means of Suppressing that Rebellion the Act of the 16th of his Present Majesty was passed, whereby all Ships and Vessels with their Cargos trading contrary to that Act become forfeited to his Majesty as if the same were the Ships and effects of Open Enemies, and for the reasons I have humbly offered to you by my letter of the 7th Instant I do think any of his Majesty's Subjects have a right to distress the Rebels by taking their Ships and Vessels with their Cargos which are found trading Contrary to the Act, and therefore I must decline paying that Obedience to your first Letter, which you require of me of prosecuting the persons concerned in the *Reprisal*, as Robbers on the high Seas, and give me leave with all due deference to the Station with which his Majesty has honored you, further to add; that it does not lie within your Province to give Orders to me as Attorney General of his Majesty's Leeward Islands to Carry on the prosecutions, which you expect I should do, but that such orders and directions ought to come from his Majesties Commander in Chief for the time being if he should Coincide in Opinion with you, that the present Captures must be considered as Robberies on the high Seas, And if he should be of that Opinion and should direct those rigorous prosecutions to be carried on against the Persons concerned in the *Reprisal*, as you conceive they are liable to, I would with great Submission to the Commander in Chief absolutely decline being concerned in them, for if I was, I should expect Actions to be brought against me for setting on foot malicious and groundless prosecutions.

I know some of the Owners of the Sloop *Reprisal*, and from the Characters they have hitherto supported, they would detest the imputation of being looked upon as Robbers upon the high Seas, and if they have erred in fitting out an armed

Vessel, such error has proceeded from their Zeal for his Majesty's Service in distressing his Rebellious Subjects by taking from them their property and delivering up the same into his Majesties Court of Vice Admiralty of this Island to be disposed of in the manner that he shall order and direct in case the same shall be adjudged to be Prize of War, and as it has been usual where Seisures have been made of the Enemies property by Noncommissioned Vessels or perso[ns] for his Majesty, to allow them a Bounty according to the trouble and expence they have been at in making them I do not doubt but the Owners of the *Reprisal* expect to receive such Bounty.

If the Owners of the *Reprisal* should apprehend that they have been guilty of any offence for which they are Subject to a Civil or Criminal prosecution and it should be thought adviseable to Set on foot such prosecutions against them I am Confident there will be no necessity of Calling in a Military power to make them pay proper Obedience to whatever Sentence or Judgement should be given against them upon such prosecutions. I most earnestly entreat you Sir to lay all those matters before the Commander in Chief of these Islands for his consideration, as he has the honor not only of being Appointed Commander in Chief thereof but also Vice Admiral of the same, by a Commission from the Commissioners for executing the Commission of high Admiral of Great Britain, and the Plantations; and should the Commander in Chief think it unlawfull for Armed Vessels to distress the Enemy he will in all probability point out a proper measure to restrain them from going to Sea But I confess I am at a loss at present what Steps to take for that purpose, and if those Vessels are permitted to go to Sea to Cruize upon the Rebels and the Commanders officers and Mariners belonging thereto should do any Injury or Damage to his Majesty's Subjects or to the Subjects of any foreign power they as well as the Owners of the Armed Vessels would be liable to make good those Injuries and Damages although they have not entered into any Security for that purpose, and the Securities which are given by Privateers upon the breaking out of an Open War between the Crown of Great Britain and any foreign powers are only given in Conformity to particular treaties which are subsisting between Great Britain and the other powers of Europe not at War, but the Prohibitory Act cannot in my humble Opinion be looked upon as a Denunciation of War, but as a merciful Measure to punish his Majesties Rebellious Subjects by the forfeiture of their Vessels and their Cargos which are taken trading contrary to that Act; and in order more effectually to punish them, all intercourse between them and all other Nations is cut off by making the Vessels and Cargos of the Subjects of the Nations confiscable if they are found trading Contrary to the Act. — As to the Legislature of this Island they have no Judicial power or Authorities whatever, and consequently cannot interfere upon the present Occasion and so tender has his Majesty been of the property of his Subjects that such Legislature cannot pass any Bill to affect such property without a Clause is therein inserted to suspend the Execution thereof until his Majesties pleasure is known.

I must again repeat to you Sir the Concern I am under in being obliged thus to interfere in the present Dispute, and I flatter myself that you will not impute my

Motives for doing it to a want of proper respect to your Station and Person for both of which I have the greatest honor. I am with the greatest respect, Sir [&c.]

Thomas Warner.

To The Honble Vice Admiral Young &c. &c. &c.

[Endorsed] (No 4.) 11th January 1777. Copy of a Letter from the Attorney General of the Leeward Charibbe Islands to Vice Adml Young. In V.A. Young's Letter Dated 8 March 1777.

1. PRO, Admiralty 1/309.

## 12 Jan. (Sunday)

CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gentlemen

Boston 12th Jany 1777 –

I had the honor of writing to you yesterday – but as the express did not set out as was expected I shall now add what I there Proposed and give you a particular Account of my late Cruise – the inclosed copies of my letters will explain what preceeded the 16th of November – on the 18th we had a Gale from the N E with Snow – it could not be called a hard Gale – however to Prevent seperation I spoke with the *Providence* and *Mellish* and Ordered them to Lay too – but to my great Surprise the next Morning I found that the *Providence* had disappeared. Previous to this Step there had been an Unaccountable murmuring in the Sloop for which I could see no Just foundation And in Vain had I represented to them how much humanity was concerned in our endeavours to relieve our Captive ill treated Brethren from the Coal Mines. – Since my Arrival here I understand that as Soon as Night came on they Put before the Wind. – Being thus deserted the Epidemical discontent became General on Board the *Alfred* – the Season was indeed Severe and every one was for returning immediatly to port but I was determined at all hazards while my provision lasted to persevere in my first plan. – When the Gale abated I found myself in sight of the N E Reef of the Isle of Sable & the wind continuing Northerly Obligated me to beat up the South Side of the Island – After exercising much Patience I weathered the N W Reef of the Island and on the 22d being off Canso I sent my Boats in to Burn a Fine Transport with Irish Provision Bound for Canada she having run aground within the Harbour – they were also ordered to Burn the Oil warehouse with the Contents and all the Materials for the Fishery which having effected – I carried off a small fast sailing schooner which I purposed to Employ as a Tender instead of the *Providence*. – on the 24th off Louisburg, it being thick Weather, in the Afternoon I found myself Surrounded by three Ships. – Every one Assured me that they were English Men of War and indeed I was of that Opinion myself – for I had been informed by a Gentleman who came off from Canso that three Frigates on that Station had been Cruising for me ever Since my expedition there in the *Providence* – Resolving to sell my liberty as dear as possible I stood for and Took the nearest – I took Also the Other two 'tho they were at a Considerable distance Assunder. – these three Ships were Transports Bound from the Coal Mines of Cape Briton for N. York Under Convoy of the *Flora* Frigate – they had Seen her a few hours before and had the weather been clear She would then have been in Sight. – they left no Transports behind



them at Spanish River but they said the *Roe Buck* man of War was Stationed there and that if there had been any Prisoners of ours there they had entered.<sup>2</sup>

I made the best of my way to the Southward to prevent falling in with the *Flora* the next day – and on the 26th I fell in with and took a Ship of Ten Guns from Liverpool for Hallifax. – I had now on Board an Hundred and Forty Prisoners – So that my Provision was consumed very Fast – I had the *Mellish* – the three Ships from the Coal Mines – and the last taken Ship under Convoy – the best of my Sailors were sent on Board these Five Ships And the number left were barely Sufficient to Guard the Prisoners – So that All circumstances considered I concluded it most for the intrest and Honor of the Service to Form the Prizes into a Squadron and proceed with them into Port. I was unfortunate in meeting with high Winds and Frequent Gales from the Westward – I however kept the Squadron together 'till the 7th of December on St Georges Bank – when a large Ship Gave us chace –<sup>3</sup> as She came so neare before Night that we could distinguish her as a Ship of War – I ordered the *Mellish* (the Clothing Ship) and the rest of the Fastest Sailors to Crowd Sail and go a Head – I kept the Liverpool Ship with me as She was of some Force and her Cargo by invoice not worth more than £ 1100 Sterling – in the Night I tacked and afterwards carried a Top light in order to lead the Enemy away from the Ships that had been Ordered a head – in the Morning they were out of sight and I found the Enemy two points on my lee Quarter at the same distance as the night before. As the *Alfreds* Provisions and Water were by this time almost entirely consumed so that She sailed very ill by the Wind – And as the Ship I had by me (the *John*) made much less lee Way I ordered her to Fall a Stern to Windward of the Enemy and Make the Signal Agreed on if She was of Superiour or inferiour Force – that in the one Case we might each make the best of our Way – or in the Other come to Action. –

After a considerable time the Signal was made that the Enemy Was of Superiour Force – but in the intrim the wind had increased with Severe Squalls to a Hard Gale so that in the Evening I drove the *Alfred* thro' the Water Seven and Eight Knots under two Courses a point from the Wind – towards Night the Enemy Wore on the Other Tack – but before that time the Sea had risen so very high that it was impossible to Hoist out a Boat – So that had he even been near the *John* it would have been impossible for him to have Taken her unless they had Wilfully given her up and continued Voluntarily by the Enemy through the Whole of the very dark and Stormy night that ensued. –<sup>4</sup>

On the 14th Ulto in the Evening the wind blowing hard Northerly and fearing to be driven out of this Bay without Provision if a Gale Succeeded, I resolved to run into Plymouth – but in Working up the Harbour the Ship Missed Stays in a Violent Snow Squall on the South Side which Obligated me to Anchor immediatly in little more than three Fathom. she grounded at low Water and Beat considerably but we got her off in the Morning – and Arrived the 15th in Nantasket Road with a tight Ship and no perceptible damage whatever – I had then only two days provision left and the Number of my prisoners brought in equalled the Number of my Whole Crew when I left Rhode Island – I had the precaution to Order the *Mellish*, in case of Seperation, to proceed thro'



Nantucket Shoals – as the Prize Master was Acquainted. this saved that Capital prize from being retaken by the Enemy at Rhode Island. –

Thus have I laid before you a particular and Faithful Account of all my proceedings My Success hath indeed fallen far short of my wishes – Yet all Circumstances considered I am perswaded that you will not blame my conduct which I do and shall always Submit with becoming deference to Your Censure or Aprobation – as my wishes lead me to the most Active and enterprizing Services I shall always be Ambitious to receive and Obey your Commands – I have the Honor to be Gentlemen [&c.] J.P.J.

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 107–11, NA.

2. Actually at this time H.M.S. *Roebuck* was cruising off Delaware Bay.

3. H.M.S. *Milford*.

4. Lieutenant Robert Sanders, prize master of the *John*, did not surrender “wilfully” to the *Milford*. Sanders was taken to Halifax as a prisoner, and he later shared in the prize money from capture of the *Mellish*, *Independent Chronicle*, Boston, July 10, 1777, and Revolutionary Rolls, vol. 52, 84, Mass. Arch.

### CAPTAIN JOHN PAUL JONES TO JOSEPH HEWES <sup>1</sup>

Honored Sir

Boston 12th Jany 1777 –

Inclosed I send a copy of my last to you before I left Rhode Island with the *Alfred* and *Providence* <sup>2</sup> Since, as I now understand, you were not at that time returned from Carolina to Congress so that the original hath not perhaps found it's way to your hands. – I would not wish the Sentiments in it to escape your perusal for tho' I have expressed myself with a freedom becoming an honest Man Yet every word is dictated from a Heart that Esteems you with Perfect Gratitude. – for the particulars of my late Cruise I beg leave to refer you to my letters to the Marine Board: I took a Prize which by the Within letters you will See I intended for No Carolina – but to My no small concern the prize-Master hath thought proper to break his Orders and to go into Dartmouth in this State Altho' he had on board a full Sufficiency of every thing to have enabled him to pursue his Voyage <sup>3</sup> – in like manner the Captain of the *Providence* thought proper to dispence with his Orders and give me the Slip in the Night which entirely Overset the Expedition – If such doings are permitted the Navy will never rise Above contempt! – the aforesaid Noble Captain doth not understand the first case of plain Trigonometry yet it is avered that he hath had the Honor and that his Abilities have enabled him to command a Passage Boat Between Rhode Island and Providence long before the War Begun – <sup>4</sup>

There is a Fellow who calls himself a Commodore <sup>5</sup> and who keeps us at Awful distance by Wearing an English Broad Pendant – he had lately the Honor of being a Stick officer Vulgarly Called Boatswains Mate in an English Man of War and was duely Qualified for that heigh Station, if Fame Says true as appears by his not Deigning to Read English Besides among many evident proofs of his Abilities as port Captain that Might be enumerated – this notable one may perhaps be Sufficient – for it seems that in his Absence he directs the First Lieüt to take Orders from the Boatswain – Nay 'tis that on certain occasions he takes the Speaking Trumpet out of the Lieutenants hand on the Quarter Deck and delivers it on the Fore Castle to the Boatswain. – To be very serious, that

such Despicable Characters should have Obtained Commissions as Commanders in a Navy is truly Astonishing and [might] Pass for Romance with me unless I had been convinced by my Senses of the Sad Reality. – I could easily enumerate many other characters as truly Original as Commission Officers but it gives me extreme pain to be Under the necessity of Attacking private Characters. – it is however some Consolation – indeed a great one that this depravity is not Universal – Among other deserving Characters that belong to the Fleet – I am happy from personal acquaintance to mention Captain [Hector] McNeill as a Gentleman who will do Honor to the Service – I have conceived a Very good Opinion Also of Captain [Thomas] Thompson from some accounts which I have heard – I need not therefore name this great Man this Commodore! tho' I will if call'd upon and in the Meantime I aver that he is Altogether Unfit to Command a Frigate of thirty two Guns. – As I will probably write you again Very soon I will add no more at this time I am with Gratitude and Esteem Hond Sir [&c.]  
J.P.J.

[Endorsed by Jones] Boston Jan'y 12th 1777 Copy of a letter to the Honble J. Hewes Esqr by Express from Council.

1. Papers of John Paul Jones, 6523, 6524, LC.
2. See Volume 6, 1473–75.
3. Brig *Active*, Walter Spooner, prize master.
4. Captain Hoysteed Hacker.
5. Captain John Manley, Continental frigate *Hancock*.

#### CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS <sup>1</sup>

Honored Sir

Boston 12th Jan'y 1777 –

I am happy in this Opportunity of thanking you for the kind and favourable mention which Mr [Abraham] Livingston informs me you have made of my former letters, –

Should Mr H[ewes] be at present Absent from Congress I must beg you to look over the Inclosed letters for him before you forward them Should the expedition Spoke of in my last to you be put in execution, as it may take up eight Months or upwards and as the Season is now So far Advanced it will be most Advisable to Set out early in the Spring so that the Prizes may reach the Continent in the beginning of the ensuing Winter. –<sup>2</sup>

I need not observe to you that Secrecy is Above all things to be attended to in every expedition – None besides the Principle in Command ought to be made Acquainted with the plan or d[e]stination – the bounty Offered by the Artillery who are enlisting here being from 26 to £36 lawful Money for three Years Service induces all the Seamen to Enter. – the Seamen have been [very] ill used and the Navy hath been much hurt by [the cursed] Association for the Joint Share of Prize M[oney] [illegible] the Fleet whither present at t[he capture or absent] the Gentry who Set that Agreement on Foot and who Carried it thro' the Fleet at Reedy Island have taken Care to keep out of harms Way themselves ever Since our Grand Affair with the *Glascow* – Nay one of those Arch Patriots when Ordered to Philadelphia told the Commodore who repeated it to me, that if the other two were willing himself would Agree to be Broke if the Congress would Allow

them half pay – the Same Gentleman kept his Ship Eight months in Providence River and then left her with a Fished Main Mast and only one Common pump that would work.<sup>3</sup> – But we Surely never can have a Navy Under good disciplin or well Manned Untill Some effectual expedient is Adopted to induce the Seamen to enter for an Unlimited time – perhaps it might answer if the Seamen in America were Numbered and formed into a certain Number of Classes Subject to serve in their turns – but the most infallible method is to give them All they Take – I will add something more as I shall have Another Opportunity in a day or two I have the Honor to be with Grateful Esteem and Respect Sir [&c.]

J.P.J

N.B. If you please to – look over the inclosed copy of my letter to the Council here and of their Answer or rather Order to me you will See the treatment which I have had from that House – I wish to know [whether] they Ought or ought not to Assume Authority over the Navy.

[Endorsed] Boston Jan'y 12th 1777 Copy of a letter to the Honble R. Morris Esqr by Express from Council

1. Papers of John Paul Jones, 6521, 6522, LC.
2. Jones' proposal for a cruize off the coast of Africa. See Jones to Robert Morris, October 17, 1776, Volume 6, 1302–04.
3. Jones is apparently referring to Captain Dudley Saltonstall.

#### JOURNAL OF H.M.S. *Chatham*, CAPTAIN TOBY CAULFIELD<sup>1</sup>

January 1777

[Moored off Newport]

Sunday 12

7 AM saw a Sail in the Offing – ordered the *Kingsfisher* Sloop to slip & make Sail after her at 11 came in a flag of Truce from Providence & anchored under our Stern<sup>2</sup>

1. PRO, Admiralty 51/192.
2. Flag carrying British prisoners from Massachusetts; see Journal of Lieutenant John Trevett, January 5–15.

#### JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.<sup>1</sup>

January 1777

Sandy Hook No 11W Distance 63 Leag

Sunday 12th

at 10 AM three Sail in sight, Out all Reefs set Studingsails & gave Chace at Noon Modt and Cloudy  
Fresh Breezes & Cloudy in Chace as before at 4 PM came up wth and Brot too the Chace found it to be a Sloop from Bermuda Loaded with Salt bound to Virginia,<sup>2</sup> Brot too took the Master & crew out, Scuttled & Sunk her, at 1/2 past 8 Wore Ship & made Sail.

1. PRO, Admiralty 51/694.
2. Sloop *Royal George*, Jere. Burrows, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

#### JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE<sup>1</sup>

January 1777.

Cape May WbS 4 Leags  
Fresh breezes and hazey. At 4 (PM) gave Chace to 2 Sail.

TKd: at diff't times. At 8 Came up with the Chace which proved a Snow from Jamaica taken by the *Andrew Dorea* American Privateer – took charge of her.<sup>2</sup>

1. PRO, Admiralty 51/688.

2. The *Thomas*, Thomas Nicholson, late master, with a cargo of logwood, fustic and mahogany, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777. Lieutenant Joshua Barney was prize master, Manuscript Autobiography, DARL.

ROBERT MORRIS TO JOHN LANGDON<sup>1</sup>

[Extract]

Philadelphia Jany 12th 1777

. . . The letters I recd from you in answer to my proposals for speculating in prize goods &c &c are in the country with my other papers and such variety of business has gone through my hands since that I do not perfectly remember their contents, but think you had made some purchases which I very much approved at the time and wished you to proceed, being certain that goods bought with judgment at moderate prices must answer very well – I continue of the same mind and authorize you to proceed not doubting your utmost care and attention as to quality and prices as well as to the safety of the goods after bought.

I wish also that you would buy a good prize vessel, double decked and pick up a cargo for her suitable for France, dispatch her for Bordeaux consigned to Messrs Saml and J H Delap with orders to make sale of both vessel and cargo provided that vessel can be sold for a sum equal to her first cost which I am in hopes will be very reasonable, you'll put in a prudent, careful master and send her away soon as possible because I think the risk of the voyage inconsiderable during the winter. I do not particularize the articles to comprise this cargo because I don't know what you can get, but masts, spars, oak plank, beeswax, pearl and potash, fish, oil &c &c are wanted in that country and will answer well if laid in at moderate prices and unless this can be done, I would drop the plan altogether, but if it can be executed reasonably, the sooner the better and the value of vessel and cargo not to exceed three thousand pounds lawful money. you'll tell Messrs Delap to hold the proceeds in their hands subject to any orders and if they cannot sell the vessel to send her back to you with a cargo of salt. . . .

1. William Whipple Papers, Force Transcripts, LC.

WILLIAM RICHARDS TO THE PRESIDENT OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

[Extract]

[Philadelphia, January 12] 1777<sup>2</sup>

Should General Washington be so lucky as to drive the Enemy out of the Jerseys, will they not make a bold push to attack us by water, and that much Earlier in the Spring than we are aware of ? Is not Billings Port by nature Capable of being made very Strong, so as to support the Cheveux de Frise that may be sunk in the Channel, that, with our other Force may be a means of keeping them back, with the help of the Fire ships and Boats? Suppose they should surmount all these Difficulties and get a breast of this Town, have we not a second Chance, and I think a very good one, namely, a Number of Fire Ships and Boats to be plac'd above and below this Town, with small Batteries on Every Wharf, with the men well Cover'd ?



When the Ships get before your Town, they must stay; they cannot Slip and run off[f]; the Channel is so narrow that one of there largest Ships Cant Come to sail without keeping in the middle of the Channel, which is not to be done unless they are favour'd in a particular manner with Wind and Tide.

1. *Pennsylvania Archives*, 1st series, V, 166, 167.

2. The date is approximated. Content indicates that letter was written shortly after the Battle of Princeton.

JOURNAL OF H.M. SLOOP *Badger*, LIEUTENANT CHARLES HOLMES EVERITT <sup>1</sup>

January 1777                      The French Roy NE 1 Mile    Caucos Bank No Distce  
3 Mile

Sunday 12th            4 A.M. Spoke a Turtle Vessel from Turks Island who Inform'd us, their was many American Vessels through the Passage of Turks Island,  
At ½ past one P.M. Fir'd Two half Pounders to bring a Sloop Too, sent the Boat on Bd    found she was an American Vessel from Cape Francois bound to No Carolina, Laden with Powder Salt &c    sent her down to Jamaica.

1. PRO, Admiralty 51/78.

13 Jan.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Monday January 13th 1777.

Petition of John McDonnell setting forth that he is inform'd by some of the Honble Members of each House, that his late Petition praying Liberty to proceed to Ireland has Indulgently got your Assent, its my Duty to acknowledge it, and can only say the Extraordinary favor shall be retain'd in a Grateful mind    Im Conscious that an Indulged Petitioner should avoid giving his Benefactors trouble at any time but Necessity obliges me to mention a Circumstance Annexed to the recited priviledge (vizt there is about Sixty poor Distress'd prisoners at Plymouth which I am to take with me, about thirty of them may be able to make some Compensation for their Provisions on the Passage, about thirty I believe is intirely Destitute of property – I would humbly request your Honors to Consider my Situation as been long in the Country at Expence, almost drained of Money & Property (my Vessell excepted) it is hard on me these dear times to Victual & Equip a Vessell to carry thirty men free of Charge, therefore would humbly request your Honor's goodness in ordering Your Agent at Plymouth to assist me with Provisions Necessary, water casks &c for twenty five men & I will chearfully Contribute what Else is in my power to make the whole Comfortable and take them all with me    I hope none will think I complain or is insensible of the Indulgence granted, let my fate be what it may I'm willing to take as many with me as are Content to put up with the same wt of provisions p Week I shall allow myself, and depend on Providence for a Passage provided your Honors is against giving any Assistance – I am very Gratefully your well wishg friend. –

John McDonnell



In the House of Representatives. – Resolved that the Prayer of the Petitioner be so far granted that the Agent for the Southern district of this State supply the said Petitioner with six Barrels of Beef, two Barrels of Pork, Ten Hundred [pounds] Bread, and Six Water Hogsheads, of one Hundred gallons each, and Charge his Account to this State and be Allowed for the same.

In Council Read & Concurred

Consented to by fifteen of the Council. –

1. Mass. Arch., vol. 36, 432, 436–37.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 13th Jany 1777 – [A.M.]

Order'd That Mr [Ellis] Gray deliver one Box Tin to Thomas Cushing Esq: for the use Ship *Hancock* – Capt Manly to be return'd –

1. Mass. Arch., vol. 148, 108, 109.

#### MARTIN BRIMMER TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 13 Jany 1777

Martin Brimmer begs leave (as Agent to the Honbl James Warren Esqr & others) to inform the Honbl Board of War, that he had nearly fitted out a Privateer, at great Expençe & Trouble, to cruise against the Enenies of America, when the Embargo frustrated his Designs. he now proposes to carry any Merchandize, on Acco of this State, freight free, to any West India Island, provided he can have a Commission for a Letter of Marque, or, if this favor is unprecedented & thought incompatible with the public Good at this Crisis he then offers to sell them the Privateer, a Sloop of about 70 Tons, a prime Sailer, with 8 Carriage Guns 12 Swivels wth their Ammunition & Provisions for 50 Men for 5 Month's Cruise, or any part of her Stores, on reasonable Terms –

The Sloop supposed to be worth	400 L
8 double fortified 3 pounders cost	835
12 Swivels cost about	130
250 lb Gun powder (in Cartridges) 6/1	76
Rammers Spongies Spoons &c	

1. Mass. Arch., vol. 152, 28, 29, Board of War Letters, 1776–1777.

#### SAILING ORDERS TO CAPTAIN NEHEMIAH SOMES <sup>1</sup>

Boston Jany 13. 1777

Capt Nehemiah Somes

Sr you being mastr of the Schooner *Runfast* & all things Ready for Sailing our orders to you are to Imbrace the First wind & weather, & Sail & proceed Directly For Baltimore in Maryland, and there deliver What goods you have onboard to Mr Cumberland Dugan, & Receive from him such other goods as he may order onboard you & As soon as you are Loaded, Sail & proceed directly for Boston Again – you are Sensable of the Danger, on bothe Coast of the Kings

[Endorsed] The Above is a true Copy of my orders which I promise to follow —  
Nehemiah Somes

LIBELS FILED AGAINST THE BRIGS *Countess of Eglington* AND *Britannia* IN THE  
MASSACHUSETTS MARITIME COURT <sup>1</sup>

N. Cushing, Judge of said Court.

JOURNAL OF H.M.S. *Scarborough*, CAPTAIN ANDREW BARKLEY <sup>1</sup>

Jany 1777 Nantucket Shoals N25E Dist 17 Leagues  
 Sunday 12th at 6 AM brot too Main TS to the Mast – at 8 wore Ship &  
 set the Fore & Mizn TS – at noon out 3d reef of the TSls  
 Fresh Breezes & Cloudy – at 2 PM in Chace of a Sloop – out  
 2d Reef of the TSls – at 3 brot too a Sloop from Martinico  
 bound to Philadelphia – at 1/2 past hove too at 1/2 past 4  
 made sail –

Monday 13th at 9 AM hove too Main TS to the Mast. empd. unloading the Prize Sloop at 11 set fire to her at noon hoisted the Boat in & made sail.

1. PRO, Admiralty 51/867.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD, BOSTON <sup>1</sup>

Sir

I Recd a Letter from a gentl man taken by the *alfred* and *Providence* and In Closed you have a Copey of my answer to him <sup>2</sup> and Sence I have recd a Second a Copey of which you have In Closed I am in formd by the officers that thare Was Upward of forty Bales and packiges markt with his Name and with out I Could be Informd [of] the Contents of them I Can be No Judge whare it would be prudent to give all of them or Not as I understand if thay are given him it will give Sume Oneasyness to the Officers Consarnd however you have my Leave as far as I am Consarnd to Do what is Right in that mater although I Know no ordr of Congress to excuse aney property.

The Barer Capt [Elisha] Hinman as a Comision to Comand the *alfred* from the Congress and Comes Now to take Charge of hur Should he want aney assistance from you Dought Not But you will grant him Such Suplys as will enable him to gett hur to Sea with Despatch Capt [Joseph] olney Likewise Comes to take Charge of the *Cabot* to which Vessel he is apointed by Congres who you will also Suply with what is Nisesarey to gitt hur to Sea I Should think the former Comanders Should take a Receipt of the Present Captens and Logg the Same with you for all the Sto[r]es and privizons which may be on Bord at the time they take them, so that Each may be accountable for what is Right I am Sr with grate Esteme [&c.]

E H

on Bord the *Warren* Jany 13. 1777

1. Hopkins Papers, RIHS.

2. See Hopkins to Edward Southouse, January 10.

COURT-MARTIAL ON BOARD CONTINENTAL FRIGATE *Warren* <sup>1</sup>

The Examination of John Thomson for Theft and Desertion Onboard the *Warren* Monday Morning Jany 13th 1777 –

John Thomson being brought before the Court martial – his Accusation was read to him as follows –

That on Sunday Eveng the 5th instt abot 6 oClock he the said Thomson – together with Jos Robinson contrary to the rules and regulations of the honl Contl Congress respectg the American Navy cut and Stole away from along Side the Ship *Warren* to which Ship he belong'd the Yawl Boat with Oars with a design of deserting to the Enemy at Rhode Island and give them all the Intelligence in his Power respectg our Fleet – and he has thereby transgress'd agai[n]st the 25 Article of Congress –

Questn Where was it your Intention to go with the Boat when you took her from along Side the Ship –

Answr To get onboard some Transport of Merchantmen –

- Quest Would you not have Sold the Boat if you could have found a Person to buy her –
- Answer No –
- Questn Which of you made the first proposition of taking the Boat you or Jos Robinson
- Answer Myself –
- Questn What time did you make the proposition to Robinson
- Answer About an hour before we went off.
- Questn Which of you Cut the boats Painter
- Answer Myself

The Examination of Joseph Robinson (a Prisoner)

Joseph Robinson being brought before the [illegible] the following Questions were asked him –

- Quest Did John Thomson ever ask you to go wth him before that night
- Answer Not until that Eveg –
- Questn Where was your Intention to go with the Boat
- Answer Onboard one of the Transports
- Questn What did you intend to do with the Boat afterwards
- Answer I don't know what we should have done with her

The Opinion of this Court is that John Thomson, have a pun[ishment] of Sixty four Lashes upon his bare back with a Cat of nine tails – to [be] inflicted along Side the Several Vessels in the Fleet – vizt 19 Lashes [along] Side the Ship *Warren* – 15 Lashes along Side Ship *Providence* – 15 Lashes alo[ng] Side the *Columbus* – and 15 Lashes along Side the Sloop *Providence* – That John [*sic* Joseph] Robinson have 12 Lashes on his bare back with a Cat of nine tai[ls] at the Gangway onboard the Ship *Warren* – And that Gyles Brownell have a punishment of forty nine Lashes on his bare Back with a Cat of nine Tails – to be inflicted along the several Vessels vizt 13 Lashes along Side the *Warren*, 12 Lashes along Side *Providence*, 12 Lashes along Side the *Columbus* and 12 Lashes along Side the Sloop *Providence*<sup>2</sup> That the Prisoners receive their punishment to morrow Morning between the hours of Nine & twelve – Ship *Warren* Jany 13. 1776 [*sic* 1777]

1. Hopkins Papers, RIHS.

2. Charges against Brownell not indicated in document.

JOURNAL OF H.M.S. *Renown*, CAPTAIN FRANCIS BANKS<sup>1</sup>

January 1777 Moor'd in Narhighanset Passage, Rhode Island

Monday 13th Sail'd hence His Maj's Ships *Preston*, *Asia* and *Brune* Longbt Empd as before

P M Came on board from the *Chatham* Lieut Robert Deans, appoint'd by Commdre Sir Peter Parker to Command the Ship in my absence, having the Commodore's leave to Stay on shore for the recovery of my health.

1. PRO, Admiralty 51/776.



*New-York Gazette*, MONDAY, JANUARY 13, 1777

New-York, January 13.

On Wednesday last, the 8th Instant; the *Bristol*, Vice Admiral Lord Shulldham, sailed for England; and, as the Wind was fair, got out to Sea immediately.

Many Prizes have been sent into the Harbor in the Course of the last Week; and the Ships are playing Havock with the Rebel Privateers. Some of the Frigates with Copper bottoms outsail every thing they see; and the swiftest Privateers of the Rebels find it impossible to get away from them.

Capt. Hammond, of the *Roebuck*, has taken the *Lexington* Privateer, one of the swiftest Vessels the Rebels had fitted out, and converted her into a Tender for his Majesty's Service.<sup>1</sup>

It is said, that the British Fleet is so disposed upon the Coast of this Continent, that it will be very difficult for any Ships of the Rebels in future to escape them.

1. Continental brig *Lexington* was actually taken by H.M.S. *Pearl*, but she made good her escape.

#### JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Monday, January 13, 1777

*Resolved*, That the committee of Congress at Philadelphia, be empowered to purchase the prize sloop of war, taken by the *Andrew Doria*, with her guns, apparel and furniture, and fit her out as a continental cruiser

1. Ford, ed., *JCC*, VII, 31,32.

#### JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Sirs.

Baltimore January 13th 1777.

I shall have the Ship *Liddia* deliverd to mee to Morer at £4400 Pounds. I think shee is a bargin, and that I should bee very glad, if Capt. Celty [John Kilty] could bee acquainted with it, as hee promist hee would go out in her, if the Counsill of Safety got her. Pleas acquaint him by first oportunity, or by expres, as there must bee god men got for her emedetly and I think him fit for that task. Pleas send by him a sum of mony fit for her purchase and cargo. I shall prepare for her Tobacco, flour and Bread, but Want your more perticular orders, how much of eether. from [&c.]

Jesse Hollingsworth.

1. Correspondence of Council of Safety, Md. Arch.

#### WASHOR BLUNT'S ACCOUNT AGAINST THE MARYLAND STATE SLOOP *Molly* <sup>1</sup>

1777 January th 13	Messrs Hooe & Comp[y]	Dr
to Washer Blunt for Sloop <i>Molley</i>		Virga Curry
To 2 Searveing Malletts & 2 pump Brakes		0..9..0
To 1 Water pump and Nosel and Ring		0..6..0
To 10 Single and 2 double Blocks of 6 Inches		0.17..6
To 1 dozen of Large hardwood pins		0..6..0
To 6 Belaying pins		0..2..0
To New Leathering 3 Upper and 2 lower boxes		0.11..6

To 1 Large Sheape Skin for Spunges	0 . 6 . 0
To 1 Gunner hand Spicke	0 . 1 . 3
To 2 long hand Spickes	0 . 4 . 0
To 1 Staff and 3 heads for the Guns	0 . 4 . 0
To 30 hanks	0 . 6 . 0
To a Quantity of pump Leather Spare	0 . 12 . 6
To 28 tomkins for the Guns	0 . 14 . 0
To 1 Gunners Mallet	0 . 2 . 0
To 8 heads of hamers and Spunges	0 . 5 . 0
To 1 Large Single takle Block	0 . 4 . 0

---

£ 5.10..9

Allowed P Rob<sup>t</sup> Conway

Recd Contents P Washor Blunt

1. Revolutionary Papers, Box 2, Accounts, 1777, Md. Arch.

THOMAS CLAGETT TO DANIEL OF ST. THOMAS JENIFER <sup>1</sup>

Sir

Piscataway 13th January 1777

The Bearer Nathaniel Clagett a Brother of mine will deliver you this, in which I beg leave to inform you that he is anxiously dispos'd to Serve his Country in the Naval department, provided he can obtain Friends whose assistance may enable him to procure an Appointment as a Subaltern Officer in the Marein Service —

I have therefore taken the Freedom of troubling you in this Manner, on purpose to beg that you will be kind enough to render him any Services that may lay in your way towards his obtaining Such a Commission. — I do not for my own part know to whom the Application is to be made, and if I did, I apprehend it would not be in my power to introduce him to the Gentlemen —

I hope you will be good enough to excuse this freedom on my part & believe that I am with esteem Sir [&c.]

Thomas Clagett

1. Red Book, XIX, Md. Arch.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board

[Charleston] Monday 13th January 1777 —

The Board Mett According to Adjournment

Present Edward Blake Esqr. first Commissioner

Josiah Smith, George Smith, Thos Corbett, Thos Savage Esqrs

A Letter to Capt Edward Darrell

Capt Edward Darrell Sir

The Commissioners of the Navy desire that you will apply to Mr Clerkson for Fifteen Barrels of Irish Beef and Acquaint him, the Commissioners will allow the same price the rest of the Beef sells for at Vendue Youl also furnish Capt. Allen with a Barrel of Mollasses & Endeavour to furnish all the stores wanted for the *Comet* tomorrow Mornng

Janry 13th 1777 – Edw<sup>d</sup> Blake first Commissr  
To Edwd Darrell Esqr Comisary for Naval Departmt –

Ordered that the following Accots. be drawn for on the Treasury – viz –

No 23 In faviour of McCulley Righton Amot. to the 31st

	Decemr				£202 .. 3 .. 9
24	—	—	Geo Monk repairing Public boats		47 . 19 .. 6
25			Ann Holmes makg Colours for the <i>Defence</i>		37 .. — .. —
26	{	—	—	Capt Edward Allen Rendevous	£366
				ditto a Silver Call for the Boatswain	10
				ditto Advance wages paid by him	379 .. 5
					755 .. 5 .. —
					<u>£ 1042 .. 8 .. 3</u>

1. Salley, ed., *South Carolina Navy Board*, 34.

#### ARCHIBALD BULLOCK TO GOVERNOR RICHARD CASWELL <sup>1</sup>

Sir Savannah 13th Janry 1777 –

I rec'd your favor of the 30th November last respecting the Sloop *Polly*, whereof Alexander McAuslen was late Master. The Sloop was libelled in the Court of Admiralty, and has been condemned, not from any suggestions of the Owners, being inimical to the American Cause but from its appearing the Master was carrying on that commercial intercourse with our Enemies – which is repugnant to the Resolves of the Continental Congress as well as our Convention.

Every Attention will always be paid here to the property of any of the friends of the United States and you may depend, that every thing has been done in this Affair, as far as is consistent with those regulations, that have been adopted for the Government of the Continent. I am with respect, Sir [&c.]

Arch<sup>d</sup> Bullock

1. Governors Letter Books, 2, Richard Caswell, 333, NCDAH. Bullock was president of the Georgia Provincial Congress.

#### JOURNAL OF H.M. SLOOP *Otter*, CAPTAIN MATTHEW SQUIRE <sup>1</sup>

January 1777 Moored in St Marys River East Florida  
Monday 13 Sailed hence the *Rebecca* Sloop in order [to] protect a Planter on the River St Marys with his Negroes to get his Stock of Corn. Employed occasionally.

1. PRO, Admiralty 51/663.

#### HENRY TUCKER TO ST. GEORGE TUCKER <sup>1</sup>

[Extract] Bermuda Jany 13. 1777.

. . . The *Nautilus* & *Galatea* are here, & the *Repulse* expected they are to Cruize off this Isld it is said for 2 Months & then to go to the West Inds – they have taken 8 prizes since they left N York, 7 of which are sent in here besides one that they Suppose is lost in a Gale of Wind & a Provincial Privateer of 10 or 12 Guns

which the *Galatea* Sunk <sup>2</sup> amongst their prizes are David Burch who was formerly taken from Carolina & Giles Musson both from Virginia & North from So Carolina to the West Indies said to be loaded chiefly with Indigo. —<sup>3</sup> It will be very dangerous to come near this Island. . . .

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

2. Maryland schooner *Buckskin*, Joseph Handy. See journal of H.M.S. *Galatea*, December 25, 1776.

3. Schooner *Peggy*, Edward North. See journal of H.M.S. *Galatea*, December 19, 1776.

14 Jan.

# JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Tuesday January 14th 1777

In the House of Representatives Resolved, that, the following be the form of an Inlistment for the Seamen and Marines to serve on Board the Armed Vessels belonging to this State, viz.

We the Subscribers do hereby severally engage and inlist ourselves as Seamen and Marines on Board the \_\_\_\_\_ called under the Command of Capt. \_\_\_\_\_ in the Service of the State of Massachusetts-Bay, for the Defence and Protection of the said State, to serve faithfully on Board the said \_\_\_\_\_ and her Boats, and on Board any such Vessel or Vessels as may be made Prizes of by said \_\_\_\_\_ from the Day of our Inlistment until the last day of December <sup>2</sup> next, unless sooner discharged, if the Service should require it, on the Establishment made for that Purpose, and we do hereby oblige ourselves to submit to all the Orders and regulations of the Navy of the United States of North America, and faithfully to observe and obey all such Orders and Commands as we shall receive from time to time from our Superior Officers on Board of or belonging to said [blank]

1. Mass. Arch., vol. 36, 438, 439.

2. The same day the House revised the enlistment form leaving the termination date blank.

## MASSACHUSETTS BOARD OF WAR TO ELBRIDGE GERRY, A MASSACHUSETTS DELEGATE IN THE CONTINENTAL CONGRESS <sup>1</sup>

Honble Elbridge Gerry Esqr  
Sir,

War Office,  
Boston Jany 14th 1777

In Consequence of yr Letter of the 28th Nov Last to the Honble General Warren, respecting the Effects of the Schooner *Rockingham* now in the hands of Messrs Gardoque & Sons; — The General Court before whom your Letter was laid, have referr'd the Affair to the Board of War, ordering that the same be invested in Military Stores; —

As this Board are apprehensive there may be a difficulty in Messrs Gardoque shipping Military Stores, we should in that Case desire that the Effects be invested in Duck, Cordage, and Blankets, agreeable to the following Schedule, & shipt this Board as soon as may be, in some good Vessel bound to this State, preferring there



coming to this State, or some port to the Northward thereof. I am Sir with great Esteem

Sam<sup>l</sup> Phps Savage Presdt

By order & in behalf of the Board

If Military Stores are to be had the Board would choose Fire Arms, six Brass Feild Peices 3, 4, & 6 pounders, & powder, if not Russia, Ravens Duck, & Blankets, fit for the Army. –

1. Mass. Arch., vol. 151, 16–17, Letters from the Board of War, 1776–1780.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir

Onboard the *Warren* Jany 14th 1777 –

I received yours of the 10th and 11th Instant and observe the Contents – by the bearer you will have the foot of each Mans Account in the Sloop *Providence* untill Capt [John] Hazard left her – and your Accounts since Mr [Samuel] Lyon <sup>2</sup> has not Enter'd in the Books because he did not understand some part of the rough Memorandums you left with him –

As to the *Columbus's* Men you will [give] them your Accounts against them, and the time they Served onboard the *Alfred*, and send them here to Settle the remainder of their Accounts as the *Columbus's* Articles and Books are here –

You may tell your prisoner of the Law <sup>3</sup> that I have Sent forward his first Letters, and shall do the same by the last to Lord Piercy the first Opportunity – If he or you will give me an Account of what he has had return'd of his property, and what more he Claims, if it is not more than I think I can answer I will give Orders that they may be restored to him but without that knowledge I can give no Sensible determination in the Matter –

You will pay or give Orders on Mr Bradford for the ballances of the Wages of any Men you may discharge, and not draw any more Orders upon me who have no Money of the Continents in my hands and I expect that every Officer will do the duty Order'd him by Congress –

Captn [Joseph] Olney comes down to take Charge of the *Cabot* to which Vessel he is appointed – and the bearer Capt Elisha Hinman comes down to take Charge of the *Alfred* for which Ship he has a Commission from Congress for, and has this day applied to me for an Order to take Command of the Ship he was appointed to – and as I have recd no directions from the hon Marine Board to Contradict this Commission I do not think I have any power to displace him – If you choose to return to the Sloop *Providence* which Vessel your Commission is for She is now in good Order and you may return to her as soon as you please or any other Vessel that is in my power to give you –

You will Settle with as many Men whose time is expird as you can and Settle the remainder of the Sloop *Providences* Books up while you Commanded her – and the *Alfreds* from the time Captain Saltonstall left her, the Copy of his Books is in your Clerks hands if the Months pay Advanc'd which they all received in Philadelphia [is not charged] you will take Care to Charge it – and such Men as were Shipp'd in Philadelphia who you think are likely to have drawn Wages of Mr [James] Read the paymaster, it will be best for you to give them Orders on him for



the ballances of their Accounts, so that it may be in his power to Stop whatever they may have had I am sir [&c.]

Esek Hopkins

P S. You will take an Inventory of the Stores and provisions onboard the *Alfred* – and Capt. Hinmans receipt for the Same which you will lodge with Mr Bradford –

herewith you have an Account of Sundries advanced some of your Men from Mr [John] Manley and Capt [Hoysteed] Hacker –  
[Endorsed by Jones] Orders from Commr Hopkins – for the *Alfred* dated on Board the *Warren* Jany 14th 1777 – recd at Boston.

1. Papers of John Paul Jones, 6525, 6526, LC.
2. Lyon was Hopkins' secretary.
3. Edward Southouse. See Hopkins' letter to Southouse, January 10, 1777.

COMMODORE SIR PETER PARKER TO COMMODORE ESEK HOPKINS <sup>1</sup>

Sir *Chatham* Rhode Island Harbr 14th Janry 1777 –

I have received your Letter of the 9[th] instt by Captain [John] Ayres, acquainting me that you have in your Custody a number of Prisoners whom you will exchange if agreeable to me, and that you will send them as soon as may be – I have sent several Prisoners in the Cartel with Captain Ayres who has engaged to return with the same number as soon as possible I am Sir [&c.]

P: Parker

Esek. Hopkins Esqr on board the *Warren*

1. FDRL.

SAMUEL TUDER TO THE NEW YORK CONVENTION <sup>1</sup>

Gentlemen, *Poughkeepsie*, Jany 14th 1777

Agreeable to your directions we have kept the Most of our Carpenters employd on the Ships,<sup>2</sup> but as there is not much carpenters work now to be done on board and we cannot employ them without great disadvantage to the Ships: would recomend to have them employed cutting Ship Timber to be rode down to some landing when the Slaying is good, which will be ready whenever wanted – Phillip Livingston Esqr informs Mr [Lancaster] Burling that had not this State been invaded we Should have had a Seventy four Gun Ship to build and from the Success of our Arms in the State of New Jersey gives us reason to think that the Timber wont be lost. If we keep the Carpenters on the Ships it will make them come much higher and be a disadvantage to this State in future. Mr. Burling the bearer one of our master builders can give you the fullest information.

There is not much above a week's work for all the Carpenters on the Ship *Genl Montgomery*. I am with great respect, Gentlemen, [&c.]

Sam<sup>l</sup> Tudor

1. *Calendar of Historical Manuscripts, Relating to the War of the Revolution, in the Office of the Secretary of State, Albany, N.Y. (Albany, 1868), I, 593. Hereafter cited as New York Historical Manuscripts.*
2. Continental frigates *Congress* and *Montgomery* at Poughkeepsie.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

In Committee of Safety for the State of New York  
[Fishkill] Jany 14th: 1777 —

Ordered that the Treasurer of this State advance to Capt Robert Castle the Sum of Eighty Pounds on Account of the Wages & Subsistence of himself & the Crew of the armed Sloop *Camben*; fitted out by Order of the Secret Committee for obstructing the Navigation of Hudsons River & for protecting the same against the depredations of the Enemy.

Attest

Robert Benson Secry

By Order.

James Livingston Chairman

January 14th: 1777. from P. V. B. Livingston

[illegible]d Bancker Eighty pounds

[illegible]

1. NYSL.

MASTER'S LOG OF H.M. ARMED VESSEL *Cherokee* <sup>1</sup>

January 1777

Along Side of the Flour Wharf Newyork

Tuesday 14

at 9 AM veerd away and hove up the Sl Bower Anchor, Do His Majs Ship *Carrisford* was put from her Anchors by the Ice and fell on board of us, Carried away our Formast Head, and main Yard, and two Swivel Stocks which occasiond the Lost of two Swivel Guns overboard, at Noon Hove Short & weighed the Bt Br and Wharpt the Ship into Flour Wharf, Do found the Sl Br Cable much Rubb'd 3 fm from the Clinch Do Cut it off, Modt and fair Wr PM Empd Lashing the Ship along side of the Wharf, and Repairing the Service of the Bt Br Cable that was much Rubbed by the Ice,

1. PRO, Admiralty 52/1662.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN <sup>1</sup>

January 1777

Moored off the Town of New York

Monday 13th

At 7 AM a quantity of Ice came in from the No River, At 8 the *Tartar* and *Lively* came into the Et River, Arrivd here his Majestys Ship *Flora*, At 10 made the *Carysfort Daphne Tartar* & *Carcasses* Signals for petty Officers, Employed heaving the Ship in bet[w]een the Wharfs off the Fly Market to avoid the Ice

Light airs & Clear, Employ'd mooring the Ship head & Stern between the Wharfs off the Fly Market,

Tuesday 14

At 9 AM the *Solebay* came up the Et River

At 4 [P.M.] the *Daphne* made the Signal of distress having been drove from her Anchors by a large field of Ice upon the Rocks off Governors Island sent the launch to her Assistance At ½ past 5 she repeated the Signal with 2 Guns At 11 the Launch returned from the *Daphne*

1. NMM, Admiralty L/E/11.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON <sup>1</sup>

January 1777                      Moor'd in New York Harbour  
 Mondy 13th                      Light breezes & fair Weathr at 2 PM Recd on board 50  
    Prisoners from the *Whitby* Prison Ship  
 Tuesday 14th                      At 7 AM unmoor'd at 8 Weigh'd & came to Sail at ½ past 9  
    Anchor'd the Ice coming up very thick at ½ past 11 Weigh'd  
    & came to Sail.  
    Fresh Breezes & Clear Weathr at 2 PM Sail'd thro, the Nar-  
    rows at 5 PM fir'd a Gun & Made the Signl for a boat to  
    take the Pilot out at ½ past Discharg'd the Pilot at 6 PM  
    Sandy hook Light house WSW ½ W 1 Leag at 8 PM the  
    Light house WBS 3 Leags <sup>2</sup>

1. PRO, Admiralty 51/420.

2. *Greyhound* had departed for Rhode Island to deliver the prisoners to be exchanged.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS <sup>1</sup>

Jany 1777                              Moord off New York  
 Monday 13                              at 7 pm a large quantity of Ice coming a thwart Hawse parted  
    the Best Br Cable  
 Tuesday 14                              at 4 am the small Br was cut likewise by the Ice, loos'd sails  
    & got the Ship under Command to clear the Ice, made the  
    Sigl of distress at 6 drove ashore off Yellow Hook hoisted  
    the Boats out & carried out the stream Anchor & Cable at  
    7 made the Sigl for a Pilot & Repd distrs Gun, ½ past 8  
    hove the Ship off & got under sl the flood tyde making at  
    10 Recd a Pilot, At [11] Run into the Et River & let go the  
    sheet anchor off Franklin's Wharf Veer'd to a Cable steaded  
    with the Stream Anchor & Hawsers ashore.

1. PRO, Admiralty 51/909.

LIEUTENANT COLONEL FRANCIS GURNEY TO MAJOR GENERAL ISRAEL PUTNAM <sup>1</sup>

Dear Genl    Shrewsbury 14th Jany 1777.

I must beg you will immediately send me one Field Piece, I find the  
 Enemy have not got their Vessels out of the Creeke, and should the Artillery  
 come in time have no Doubt of taking them we have more plunder or rather  
 Kings Stores than we can get Wagons to carry off. I wish you would send for-  
 ward all the Wagons you can collect.

I would advise a Company to be sent to the Court House in order to press  
 Wagons and bring them down which they might also Guard up. I am Just now  
 Informed that the Enemy have Landed a party at Red Bank to the Northward  
 of Black point, and am Determined to march that way Immediately with about  
 one hundred men. I am Dear Genl &c.

Francis Gurney

1. *Pennsylvania Archives*, 1st series, V, 186.

*Pennsylvania Evening Post*, TUESDAY, JANUARY 14, 1777

To be Sold, on Wednesday the 22d instant, at the Coffee-House, at six o'clock in the evening, the brigantine *Fame*, with a cargo consisting of nine hundred and two barrels and three quarters of Flour. She is a new vessel, having made only one voyage from here to South-Carolina, is a prime sailor, now lies at Mease's wharf, a little below the Drawbridge, and will carry in all about fourteen or fifteen hundred barrels of flour. An Inventory of her materials may be seen at Samuel Young's, or at the Coffee-House, on the day of sale. Should any person incline to purchase at private sale, they may know the terms of said Samuel Young.

MASTER'S LOG OF H.M.S. *Roebuck* <sup>1</sup>

January 1777	Do [Cape Henlopen] N35W 51 Lgs
Sunday 12th	A M, at 6 saw a sail to the SE and gave chase at 9 Spoke the chase which prove'd to be our Prize sloop from Georgia First & Latter Squally with some Rain P. M. at 1 Saw a Sail to the South Wd & gave chase. at 3 came up With the chase which was a French Brig said to be from Gaudolupe to Mequilon Sent a Midshipman on board with people to Work her.
Monday 13th	A M at 8 Saw a sail to Wt & gave chase at 12 Fire'd several Guns & Brot too the chase which was a Schooner from Cape Nichola Mole to Boston First Modt and fair Latter Fresh gales & fair, P. M. at 3 Sent People to Man the prize and took the prisoners out. <sup>2</sup>
Tuesday 14th	AM. at 12 all the prizes in Compy First & Latter parts Modt & fair P M at 1 Parted Compy with the Schooner last taken which proceeded to Barmudas at 4 the Prizes in Compy

1. PRO, Admiralty 52/1965.

2. Brig *Rose*, Joseph Costin, master, with molasses and wine, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOHN HANCOCK TO ROBERT MORRIS <sup>1</sup>

[Extract] Baltimore Jany 14th 1777.

The Comee have agreed that Mr [Benjamin] Dunn shall take the Command of the armed Prize taken by the *Andrew Doria* -<sup>2</sup> & I enclose a Commission, which you will please to fill up, we have agreed to call the Vessel the *Sur-prize* his Commission to be Lieut & Commander <sup>3</sup>

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 19-20, NA.

2. H.M. Sloop *Racehorse*.

3. Dunn had been sailing master of the *Andrew Doria* under both Nicholas Biddle and Isaiah Robinson.

JOURNAL OF H.M. SCHOONER *Porcupine*, LIEUTENANT JAMES COTES <sup>1</sup>

January 1777	Turks Island fm So to SWbW off Shore 2 Lgs
Monday 13	A M at 7 down all Sails & lay a hull at 9 saw a Sail to the

Nwd Out Sweeps & md Sail after her  
 Light Airs & Cloudy Weather, Came up with the Chace She  
 proved to be a Sloop from Turks Island bound to Nantucket  
 loaded with Salt, sent 3 hands on board to take Charge of her  
 Tuesday 14 A M The Prize in Co  
 at 3 sent an Officer & 4 hands on board the Prize to Carry  
 her to Jamaica <sup>2</sup>

1. PRO, Admiralty 51/702.
2. Sloop *Sandwich*, John Elkins, master, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ <sup>1</sup>

Jany 77 The Island of Mona So b S Wt Dist 22 Leagues.  
 Tuesday 14th At 6 A M saw a Sail to the Soward gave Chace Fired 6  
 Shott at the Chace to bring her too 1/2 past 10 the Chace brot  
 too, hoisted out a Boat, the Chace prov'd he Brigg *Prince*  
*Frederick* Saml McLellan mastr from Tortuga bound to St  
 Croix.  
 Fresh breezes and fair

1. PRO, Admiralty 51/711.

15 Jan.

CAPTAIN RICHARD PEARSON'S REPORT ON SEAMEN NEEDED FOR THE LAKES

A List of Seamen who will be necessarily wanted for Lake Champlain by  
 the beginning of April 1777.

<i>Inflexible</i>	100
<i>Maria</i>	50
<i>Carleton</i>	45
<i>Washington</i>	45
<i>Thunderer</i>	30
<i>Loyal Consort</i>	25
<i>Lee Cutter</i>	25
<i>Jersey</i>	20
A Ship to be built to mount }	100
20 twelve pounders }	
30 Gunboats 2 Seamen each	60
20 Longboats 3 Men each	60
Vessels which must be built	28
to carry with the Army at least	
400 Tons of Stores & provisions }	
seven to each hundred Tons }	
Total	588

It is to be observed this Calculation is made as small as possible particularly with respect to the Gun Boats Long Boats and Vessels to be built for the Conveyance of provisions & Stores.



[Continued]

A List of Seamen who it is presumed may be furnished from the under-mentioned Ships for the Lake by the beginning of April 1777.

His Maj's Ships		<i>Boreas</i>	7
<i>Blonde</i>	120	<i>Fleetwood</i>	7
<i>Triton</i>	100	<i>Roseau</i>	7
<i>Garland</i>	60	<i>Nancy</i>	8
<i>Canceaux</i>	50	<i>Lord North</i>	8
<i>Magdalin</i>	}	<i>Thomas &amp; Richard</i>	9
<i>Gaspee</i>		<i>Henry</i>	9
5 Treasury Brigs	50	<i>Content</i>	9
<i>Fell</i> armed Snow	30	<i>Lewrie</i>	9
<i>Isis</i> still on the Lake	40	<i>Lively</i>	10
	—	<i>Harmony</i>	10
	470	<i>Margt &amp; Martha</i>	11
		<i>Three Sisters</i>	16
			120
In all from the Kings Ships & Transports			590

(a true Copy)

R<sup>d</sup> Pearson

[Endorsed] No 10 In Lord Howes Lre of the 15 Jany 1777

1. PRO, Admiralty 1/487.

CAPTAIN SIR GEORGE COLLIER, R.N., TO PHILIP STEPHENS <sup>1</sup>[*Rainbow* at Halifax] 15th Jany 1777

In Addition to the preceding Letter [January 8], Sir, I beg leave to acquaint their Lordships that H M S *Lizard* arrivd here on the 9th Instant from the Bay of Fundy, in a very weak State, as their Lordships will see by her weekly return, & by her Defects mark'd No 5.

Lord Howe was pleasd to signifye to me his Permission that I might send the *Milford* to England to be cleand, if Capt [John] Burr had resumd the Command of Her, & if She was not immediately wanted on this Station; but as Capt Burr is too ill at present to return to his Duty, & as the *Milford* is very fit to Cruize, I have thought it most for His Maj's Service (& Commissioner Arbuthnot agrees with me) to continue the *Milford* on her former Station (i.e. off Boston,) & to send the *Lizard* to England in her Room; whose Frame is much out of Order from lying 8 Months ashore at Quebec, & whose other numerous Defects & Wants (particularly all her Masts & Boltsprit to be shifted) would make the giving Her proper Repair at this Yard (where we have very few Artificers) a Work of great Time, as well as considerable additional Expence to Government: I hope therefore the Measure of sending the *Lizard* home, will be approv'd of by their Lordships; I shall direct Capt [Thomas] Mackenzie to Convoy such Ships, &c., as are bound to England, or Ireland (from hence), so far, as their Way lies

together, & then proceed to Portsmouth at the Request of the Merchants of this Place who have shipped a Quantity of Specie on board Her, for London.

Geo Collier

1. PRO, Admiralty 1/1611.

JOHN LANGDON TO WILLIAM WHIPPLE <sup>1</sup>

My Friend

Portsmouth January 15. 77 -

This is only to inclose you Letter & to inform I've received yours of the 24th Ultimo from Baltimore, am much obliged for the Intelligence I find many of my Letters have miscarried; I shall be obliged to send some person &c for money to carry on the Business as I am entirely out and all my own expended I shall write you fully then am Cutting Timber for the 74 but no Snow to hall it am much afraid shall have but little this winter - Cap. Roche's Ship is raised but stand still for want of Snow to hall the Timber which has been cut six Weeks and hewed in the Woods the Weather has been such that neither Wheels nor Sled can pass

Two Days ago I received a Letter from the Honle [Marine] Committee that Capt [Thomas] Thompson was ordered to Sail immediately and to this order I find your name, which surprised me not a little as you must know by my Letters that we have not a gun nor the least prospect of one; those at Connecticut the Agent has let Mr Manly <sup>2</sup> have them I understand tho' we applied first and as I understood from your Letters a recommendation went from the Honle Marine Committee that I should have them If its in the power of Agents Committees or Captains to Superseed all the Orders of Congress or Marine Committee I must wait till every Ship is served, it's an odd way of doing business to say that the first Ship by Six Months that was ready shall be by some unaccountable fatality the last to Sea, however if this is the pleasure of the Committee Ive no more to say, by you, by Capt Falconer & all my Letters for one Year last past I should have tho't the situation of my Ship was known Ive received a Letter from Governor Trumbull by a Man I sent to him, who Says he could not furnish the Guns at present as those which he cast were delivered the Agent Mr Dean [Barnabas Deane] for the use of the Ship <sup>3</sup> this I understand is the Case, Mr Manly goes after the Guns did not see Mr Dean at Connecticut, but when at Boston saw Mr Dean who agreed with him or Mr [Richard] Derby who was employed for to get the Guns, to let him have all the Twelve pounders he had for Cap. Manly at a certain Commission if these Guns belong to the Continent how they can be sold on Commission I know not unless the Continent is to pay for them twice in short nothing in all my Life has ever given me half so [much] the pain as the seeing this Ship lay here at Such an expence since June last and now not the least prospect of Guns all owing in my Oppinion to some unfair Dealing; why this Ship had not those Guns from Connecticut I know not unless because I could not afford to give a Commission on Guns which I tho't were the Continents If my business would admit of it I would Certainly go up myself & lay this matter before Congress such Damnable Conduct is not to be born with I shall get Capt. Thompson or one of his Officers to go to Baltimore about this Matter he is now at Boston seeing about the Guns, had I tho't of being Slighted so much in the Guns nothing

should induced me to have built her under the Heavens – My Good Friend, my blood now boils and so must yours at such Conduct I'm getting Vessels ready for Virginia I am Standing Still for want of Thirty or Forty Thousand Dollars –  
Your Friend [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. Commander of the Continental frigate *Hancock*, at Boston.

3. Continental frigate *Trumbull* in the Connecticut River.

COMMODORE ESEK HOPKINS TO CAPTAIN ELISHA HINMAN<sup>1</sup>

Captn Elisha Hinman  
Sir

Providence Jany. 15th 1777

You are Immediately to proceed to Boston, and take Charge of the *Alfred*, to which Ship you are appointed by Congress – You will give Captn Jones a Receipt for all the Provision & Stores onboard her – and you are to deliver the *Cabot* to Captn Jos. Olney who is appointed to Command her and take his Receipt for the Provisions & Stores onboard her and Lodge the Same with Mr Bradford the Agent.

You will get the *Alfred* fixed in the best manner you can and proceed on a Cruise with her as soon as possible if you can Mann her, and Cruise for Store Ships bound to New York, agreeable to directions from the hon. Marine Committee, if you receive no directions to the Contrary – I am Sir [&c.]

E H Cr in Chief –

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO CAPTAIN JOSEPH OLNEY<sup>1</sup>

Captn Joseph Olney  
Sir

Providence Jany 15th 1777

You are to go immediately to Boston, and there take Charge of the Brig *Cabot*, mann her as soon as possible and proceed directly on a Cruize against the Enemys of these States, and Chiefly for Transports – When you are near ready to Sail you will let me know, so that you may have the latest Instructions which I have from the hon. Marine Board – I am Sir [&c.]

E H Cr in Chief

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD<sup>1</sup>

Sir

Providence Jany 15th 1777

Captn Hinman and Mr Thomas Mumford have applied to me with a Power from the Officers and People belonging to the *Cabot* for their Prize Money – If the Ship taken by her and sent into your State by Capt Hinman is Sold, I believe it will be best to pay him the Captors part, so that the Men may be Satisfied, or it will be difficult to keep Men in the Service<sup>2</sup> I am Sir [&c.]

To John Bradford Esqr

E. H.

Continental agent in Boston

1. Hopkins Letter Book, RIHS.

2. Ship *Esther*. See Hopkins to Bradford, October 22, 1776, Volume 6, 1363.

JOURNAL OF LIEUTENANT JOHN TREVETT <sup>1</sup>[January 5 to January 15, 1777] <sup>2</sup>

In a day or two after,<sup>3</sup> I went over on a party to Capt. Nicholas Websters, to Rehobeth, while I was on this party Governor [Stephen] Hopkins & Com. [Esek] Hopkins sent over Capt. Henry Dayton to me, to come to Providence, immediately after, they informed me that they contemplated fixing out a Cartel, to send to Newport and for me to take out of the Sloop *Providence* 2 men to go with me, as there was some prisoners coming from Boston, and one Capt. Ayeres [John Ayres] of Boston was to go Captain of the Cartel, as he was not to know who we were, that was a going his men, from that time I began to let my beard grow so as to disguise me, I took 2 of our midshipmen from the Sloop *Providen[ce]* the time soon arrived when the British prisoners came with Capt Ayeres from Boston; we one and all disguised ourselves in the sailo[r] dress, and made sail for Newport, and came to anchor near the long wharf, when shortly a barge came from the ship *Renown* [*Chatham*], of 50 guns, laying outside the fort. I informed Capt. Ayers and the British officer, that our cable was so poor, we should be apt to go ashore, if we ware to go out side of the Fort-Island; by that means the barge went on board, and brought a Midshipmen, and some men with him to take charge of the Cartel, and the British allowed Capt. Ayres to go on shore, when the prisoners were landed, and he went to Mr: Thomas Townsends.

Very cold weather and the cove froze over, I had the pleasure of seeing the *Diamond* frigate lying on a crean [careen], below the long Wharf, stopping up her bruises we gave her the week before, at Warwick neck, and now I was contriving how I should get on shore, I says nothing to my 2 ship mates, but knowing we had but one gang cask of water on board, we had plenty of good rum and sugar, knowing that sailors liked a sling or can[t]hook, in the morning, such bitter cold weather, I stept into the hole [*sic* hold] in the night, and turned the gang cask bung down, so that in the morning we had no water on board. You must think I went by the name of Jack, by my shipmates; so as to deceive Capt. Ares.

At daylight, as I expected, our British officer wanted a sling, as Jack was very attentive, they says to me have you got any good spirits on board? I informed as good as Jamaica could afford, then they says, "make a sling, well to the northward," I immediately told my shipmate Tom (as that was the name he went by then) to get the water, whilst I would get the rum and sugar ready, Tom went into the hol[d] and soon returned swearing, and said, by some accident the cask had got bung down, and there was no water on board, this was a short time after daylight, the officer turns to me and says "Jack; do you know where you can get water handy." I informed him that I had sailed from this place some time before, and told him there was some good water near the long wharf, "Jack;" says this officer, ["step into the boat with 2 hands," (that was our midshipmen, Tom and William, them were the names we sailed by, then) and the officer gave us a strict charge, not to be gone more than 20 minutes. This was just what I wanted, I went into Mr. Philip Wantons dock, took out the gang cask, and my 2 midshipmen carried it up. I went with them into Mr. Wantons washroom, where they had a pump, with good water, who should I see there, but Mr. George Lawton, washing his hands, I asked him to lend me a funnel to fill the cask; he told me [he]



had none, but told me Mrs Battey had one, on the long wharf, I saw Mr. Lawton looked hard at me, but I made myself scarce. I went to Mrs. Batteys and found her alone, making a fire, I knew her well. I asked Mrs. Battey to lend me a funnel; she answered very short, no! As no soul was near I went up to her & told her she should lend me one; She knew my mode of speaking, and says for Gods sake, where are you from? I informed her from Providence "how did you leave my son?" meaning Capt. Henry Dayton, I informed her, well. "now," says she, "speak low, for I have got over head several of the British officers boarders with me, and I expect Mr. Battey ashore this morning, as he is a pilot on board one of the ships of war, and if he sees you he may know you, here is the funnel, will you eat or drink any thing," I told her no. I must remark 4 or 5 months before, I took up this same Battey for a tory. I had the cask filled in a short time, and carried the funnel back, [w]e had considerable conversation, and before I left her, she said she was afraid her son, and I, would be hanged, for the British certainly would beat the Americans, I laughed at her, and said that can never be, and never saw her more.

I then went to the longboat and got in the gang cask of water, and then the tide was about half down. I says to Tom & Will, let the boat now ground, for I want to take a cruise round town, which they did. I then went to Mr. Peleg Barkers, where the Commanders of the Hessians quartered, I found Sentries at the front door, and likewise at the wharf, I went down across two wharfs below, and went into the back door, I found the kitchen full of Hessians, as I was well acquainted with the house, I shaped my course for the S.W. room, there I found Mr. Barkers family & likewise Deacon Peckham from Middletown whom I was very glad to see, although they were very much frightened to see me there, I soon got them reconciled and told them to make themselves easy, for I beleive[d] I knew what I was about, We soon got into conversation, I made an enquiry concerning the troops on the Island, and where they were stationed, I was much pleased to get this account, which I had no expectation of. After I got all the information I could get there, I went to Mr. Waldrons, there I found a small family dog, my father had left behind, moving away in such haste, I let him stay there until I went to Capt. Lilibridges on the Parade, then it was about 11 o clock. He kept a tavern, I went in and called for a sling, the room was crowded with British and Hessian officers, I immediately went into the Kitchen where the family were, knowing that Capt. Lilibrige had been treated ill by the British, and had no regard for them. I in a short time followed him out to the barn, and no one near, I made myself known to him, he immediately left the barn and we went into the east room by ourselves, he gave me what refreshment I wanted; and there I could see all the British officers and soldiers, and old refugee torys, walking about the parade, but he could not help shedding tears for my safety for fear of one of our townsmen that visited his house all times in the day. I was viewing the Parade when this, one of the worst of villains (his name was Will. Crosen) came running up the steps and came right to the east door where we were, he was not soon enough for I stepped to the door and put my finger on the catch and he supposed it was fast went immediately through the bar room into the kitchen. I never bade my friend Lilibrige good bye, but stepped out on the parade and direct before me was Mr. John Wanton, he spoke



to me and called me by name, but I did not answer him, and went immediately down the long wharf, quick step. I went round the point to Mrs. Waldrons where my dog was. there I spent some time, got some refreshment, then it was about 3 o'clock I thought by this time our boat would be afloat. I then bid Mrs. Waldron and the family good bye, took my favourite dog, and went for the boat, just as I got near Mr. Jacob Richardsons, on the long wharf, I met the Midshipman just got on shore, he handed me out a few curses and damns. I informed him that our boat had got aground, he told me to go on board immediately, for says he, you have got some damn good friends here. I said but little, made the best of my way to the boat, found her afloat and my comrades waiting for me, we soon rowed off, but I must not forget I saw Mr. Peleg Barker and his son Peleg, going down the long Wharf and eyeing me and I well knew the anxiety they had to see me get on board the cartel, and as she lay off the head of the wharf, we very soon got on board. I had not been long on board, before Capt. Ares was ordered on board, as it was said I was at New Port, but few would beleive it. Capt. Ares said if it had not been for me, he could have staid on shore, I informed him I thought it must be a mistake, but the next day we took in some passengers and some American Prisoners, we were ordered for Providence the wind being partly ahead we were obliged to beat some before we got by a British Ship of war, that lay off from Prudence but as soon as we got by the upper ship I left tending the gib shee[t] and went aft. I says to Will. come now, take your turn forward, so I took the helm, I saw Capt. Ares eyed me, As I thought. it was not long before we got abreast of Patuxet, where our sloop lay. The barge came along side, I took 1 man in my room to work the Cartel up to Com. Whipples Ship, and I went on board the sloop *Providence*

I had then answered all, and more than all my expectation[s] for I had in my head all their ships of war and where they were station[ed] I immediately shaved and dressed myself in my sunday dress, I proceded immediately on board Com. Whipples Ship, where I found Capt. Ares; after Capt. Ares had gone through his conversation, the Com. turns to me and asked me what I had discovered. Capt. Ares looked at me and did not know me, after we had got through Capt. Ares turns to me and says, "I would not run the risk for the Cartel loaded with dollars," I told him I had answered all my expectatio[ns] and more than I expected.

1. NHS.

2. Dates are based on Journal content.

3. Meaning after the futile attempt against H.M.S. *Diamond* ashore near Warwick Neck.

MAJOR GENERAL PHILIP SCHUYLER TO CAPTAIN FREDERICK CHAPEL <sup>1</sup>

Sir, Hd Qrs Fish Kill Jany 15th 1777.

You will immediately proceed to Connecticut or any of the Eastern States and use yor best Endeavors to recruit a Company of Seamen, whereof you are to be the Commander – Your pay will be ten pounds, two Lieutenants who will each be allowed six pounds, one Master six pounds, one Boatswain, one Carpenter, one Gunner and one Clerk four pounds ten Shillings each, one Gunner's Mate three pounds four one Cook three pounds twelve and forty Sailors each two pounds eight Shillings per Month, and all in lawful Money of Connecticut –

If Lieut: Thatcher and Lieut: Little incline to re-engage in the Service, you will offer them the Lieutenancies, if not, you will appoint such others as you shall think proper having a Regard to their Abilities Integrity and Zeal for the Cause of America – You are also empowered to appoint all the other Officers – The Wages of the Men to commence from the Time of Inlistment and one penny lawful per Mile for their Subsistence until they arrive at Albany to which place you will march the Company as soon as it is compleated – You and the two Lieutenants will be allowed the like Rations as Captains and Lieutenants in the Army – You will take Care to engage none but good Sailors – I have furnished you with eight hundred Dollars to pay the Bounty for which you are to be accountable – Two waggons or one Ox Cart will be allowed you to transport your Baggage and that of the Company to Albany – These you will pay taking Receipts that you may be reimbursed by the D Q M General at Albany.

1. Schuyler Letter Book (19 November 1776–1 July 1778), NYPL.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 19.

Sir

*Eagle* New York

January the 15th 1777.

Being yet unable, from the Effects of a late Illness, to attend much to Business, I must hope their Lordships will permit me on the present occasion to refer them for Information respecting the State and Disposition of this Fleet, to the Returns and Copies of Instructions to the Commodores Sir Peter Parker and Hotham, herewith enclosed.

To those Papers I have added the Duplicate of a Letter I have lately received from Captain [Richard] Pearson, representing the present Situation and proposed future Employment of the Ships of War left to winter in the Saint Laurence.

Their Lordships will observe in the State of the Ships on this Part of the Coast, that the first Lieutenants are absent from the *Amazon* and *Flora*: The former having been appointed by Captain [Maximilian] Jacobs to command the *Lord Howe* Armed Ship, in the care of which the Lieutenant [George] Berkeley of the *Isis* (then on the Point of returning to England) had been placed; and the other by Captain [John] Brisbane to command the *Liverpool*, at Halifax; Captain [Henry] Bellew being by his ill State of Health unable at that time to proceed to Sea in the Ship. Thinking both these Appointments very unnecessary; And further, by weakening the Frigates destined to remain and be employed on Service abroad, as unwarrantable; I have judged it requisite to signify that Disapprobation to the two Captains concerned. I am, with great Consideration, Sir [&c.]

Howe

1. PRO, Admiralty 1/487.

DISPOSITION OF VICE ADMIRAL RICHARD LORD HOWE'S FLEET IN NORTH AMERICA <sup>1</sup>

*Eagle*  
off New York  
15th January  
1777

} Disposition of His Majesty's Ships and Vessels employed in  
North America under the Command of the Vice Admiral the  
Viscount Howe

Rate	Ships Names	Guns	Men	Commanders	Appointments
3	<i>Eagle</i>	64	520	{ V. A. Lord Howe Cap. Duncan }	In the East River off New York.
Bomb	<i>Carcass</i>		70	— Dring	
—	<i>Thunder</i>		80	— Molloy	
F.S.	<i>Strombolo</i>	8	45	— Clayton *	
H.S.	<i>Jersey</i>		140	— Halsted	
St. S.	<i>Adventure</i>		40	Lieut Hallum	
5	<i>Juno</i>	32	220	Cap. Dalrymple	
—	<i>Carysfort</i>		—	Fanshawe	
6	<i>Tartar</i>	28	200	— Ommanney	
Sloop	<i>Swan</i>	14	125	— Ayscough	
A.S.	<i>Cherokee</i>		30	Lieut Fergusson	
5	<i>Flora</i>	32	220	Capt. Brisbane	
—	<i>Orpheus</i>		—	Hudson	
6	<i>Daphne</i>	20	160	— Chinnery	
—	<i>Lively</i>		—	Bishop	
—	<i>Solebay</i>	28	200	— Symonds	
6	<i>Syren</i>	28	200	— Furneaux	At Sandy Hook.
5	<i>Niger</i>	32	220	— Talbot	Stationed in the sound.
6	<i>Rose</i>	20	160	— Reid	
Sloop	<i>Merlin</i>	18	125	— Burnaby	
—	<i>Senegal</i>	14	125	— Curtis	
Brig	<i>Halifax</i>		40	Lieut Quarme	In Prince's Bay Staten Island for the Protection of the Transports stationed there.
Sloop	<i>Raven</i>	14	125	Capt. Stanhope	
—	<i>Scorpion</i>			Lieut Reeve	
—					—In Hallet's Cove Long Island for Do
4	<i>Bristol</i>	50	370	{ V. A. Shulldham Capt Raynor }	Sailed for England from New York
Sloop	<i>Tamar</i>	16	125	— Mason	
6	<i>Mercury</i>	20	160	— Montagu	Do Rhode Island
4	<i>Isis</i>	50	350	— Douglas	Do the River St Laurence.
5	<i>Blonde</i>	32	220	— Pownoll	
A. S.	<i>Bute</i>	20	110	— Parrey	
—	<i>Lord Howe</i>	24	100	—	
3	<i>Asia</i>	64	500	Capt Vandeput	Ordered to proceed to England from Rhode Island
4	<i>Experiment</i>	50	320	— Wallace	

[Continued]

Rate	Ships Names	Guns	Men	Commanders	Appointments
6	<i>Milford</i>	28	200	— Burr	} Do Halifax
—	<i>Liverpool</i>			— Bellew	
Schr	<i>Tryal</i>	4	20	Lieut Brown	} Sailed to Rhode Island with Dispatches for Sir Peter Parker.
—	<i>St Lawrence</i>	6	30	— Wallbeoff	
5	<i>Amazon</i>	32	220	Capt. Jacobs	} Sailed from New York to join Sr P. Parker
6	<i>Greyhound</i>	28	200	— Dickson	
—	<i>Scarborough</i>	20	160	— Barkley	Do for Halifax
4	<i>Chatham</i>	50	367	{ Commo Sr P. Parker	} Stationed under the orders of the Commodore Sir Peter Parker from the Sound Eastward on the New England Coast.
—	<i>Renown</i>		350	{ Cap. Caulfeild	
—	<i>Centurion</i>			{ — Banks	
5	<i>Diamond</i>	32	220	{ — Brathwaite	
—	<i>Ambuscade</i>			{ — Feilding	
6	<i>Cerberus</i>	28	200	{ — Macartney	
—	<i>Sphynx</i>	20	160	{ — Symons	
Sloop	<i>Kingsfisher</i>	14	125	{ — Hunt	
				{ — Graeme	} Stationed under the direction of the Commodore Hotham on the Coasts of the Southern Colonies from the East Point of the River Delaware.
4	<i>Preston</i>	50	367	{ Como Hotham	
5	<i>Brune</i>	32	220	{ Capt. Uppleby	
—	<i>Emerald</i>			{ — Ferguson	
				{ — Caldwell	
5	<i>Roebuck</i>	44	280	— Hamond	} Stationed off the Delaware whilst that River continues open and then to repair to Antigua to careen and refit.
—	<i>Pearl</i>	32	220	— Wilkinson	
Sloop	<i>Falcon</i>	14	125	— Linzee	
6	<i>Perseus</i>	20	160	— Elphinstone	} Under Capt. Hamond's orders off the Delaware.
—	<i>Camilla</i>			Phipps	
5	<i>Repulse</i>	32	220	— Davis	} Appointed to cruise from Bermuda Westwd to the American Coast whilst their Provisions & Water will last & then to repair to Jamaica to refit.
Sloop	<i>Nautilus</i>	16	125	— Collins	
6	<i>Galatea</i>	20	160	— Jordan	} Appointed to cruise with those Ships whilst her Provisions & Water will last & then return to this Port
5	<i>Phoenix</i>	44	280	Parker	
					Stationed in Chesepeak Bay.

Rate	Ships Names	Guns	Men	Commanders	Appointments
Schr	<i>St John</i>			Lieut Grant	at St Augustine un- fit for further Service
Sloop	<i>Otter</i>	14	125	Capt. Squire	In St Mary's River. The <i>Otter</i> ordered to repair to Antigua to careen and refit & the <i>Hinchinbrook</i> to Jamaica if absolutely necessary.
Schr	<i>Hinchinbrook</i>			Lieut Ellis	
5	<i>Rainbow</i>	44	280	Cap. S. G. Collier	Off the Nantucket Shoals. At Halifax & on the Coasts of Nova Scotia & New England.
-	<i>Lark</i>	32	220	Smith	
-	<i>Richmond</i>			Gidoin	
6	<i>Lizard</i>	28	200	Mackenzie	
-	<i>Mermaid</i>			Hawker	
-	<i>Unicorn</i>	20	160	Ford	
Sloop	<i>Albany</i>	16	125	Mowat	
-	<i>Hope</i>	8	80	Dawson	
-	<i>Hunter</i>		110	—	
-	<i>Vulture</i>		125	—	
Brig	<i>Diligent</i>		30	Lieut Dodd	
6	<i>Triton</i>	28	200	Capt. Lutwidge	Dismantled in the Cul de Sac at Quebec. At Sorel At Coudre At Chamblée
-	<i>Garland</i>	20	160	Pearson	
Sloop	<i>Viper</i>	10	110	Graves	
Brig	<i>Canceaux</i>		55	Lieut Schank	
-	<i>Gaspee</i>		30	Scott	
Schr	<i>Magdalen</i>		30	Ley	
-	<i>Brunswic</i>			Longcroft	

In the River St Laurence

Howe

[Endorsed] Disposition of the Squadron employed in North America Dated 15th January 1777. No 4 In Lord Howe's Lre of the 15 Jan'y 1777

1. PRO, Admiralty 1/487.

#### RESOLUTION OF THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

In Marine Committee [Baltimore] 15th January 1777

Ordered that Messrs Purveyance & Stewart the Continental Marine Agents in the State of Maryland be directed to proceed immediately to provide Timbe[r] for building the two thirty six gun Frigates ordered to be built in the said State,<sup>2</sup> and to proceed in other respects to provide materials for the completion of said Frigates. —

John Hancock Richard Henry Lee W<sup>m</sup> Whipple

[P. S.] The particular Dimensions shall be deliver'd you

1. Emmet Autograph Collection, NYPL.

2. Congressional resolution of November 20, 1776.



MARYLAND COUNCIL OF SAFETY TO JESSE HOLLINGSWORTH <sup>1</sup>

No 108

Sir, Captn Kely comes up to take the command of the Ship you purchased for us the other day. — also to look out for men, we should be obliged to you to let us know whether a cargoe of Tobq could be got for her Speedily at Baltimore Town and at what Price, also in what Time she could be loaded with flour and the Price of it. — Be pleased to let us hear from you, we request you would buy a Quarter-Cask of good Wine, and a hogshead of Rum, and send [do]wn for the Hospitals as soon as you can, we have many Sick soldiers, and they are in want of both Spirit and Wine We are &c.

[Annapolis] Jany 15th 1777.

1. Council of Safety Letter Book, No. 2, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL <sup>1</sup>

[Williamsburg] Wednesday January 15th 1777

Mr John King Naval Officer for Elizabeth River District having offered Mr William Armistead Bayley for his Deputy, & he being approved of by the Board; His Excellency administered unto him the Oath of Office & gave him a Commission as Mr King's Deputy.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 314.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD <sup>1</sup>

January 1777

Moord in Port Royal Harbour

Wednesday 15 PM Arriv'd the *Diligence* and *Florida* Surveying Sloops from Pensacola, which Saluted with 13 Guns Retd 11 Do

1. PRO, Admiralty 51/39.

16 Jan.

CAPTAIN SIR GEORGE COLLIER, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir

*Rainbow* at Halifax 16th Jany 1777

In Addition to my Letter of yesterday, I beg leave to inform their Lordships that Capt John Burr of His Majestys Ship *Milford* dyd at Halifax last Night; Capt [Henry] Mowat commands the *Milford*, & Mr Michael Hyndman (first Lieut of the *Rainbow*,) the *Albany* Sloop in his Room, till their Lordships, or Vice Admiral Lord Viscount Howe's Pleasure is known concerning the Appointment. I am Sir [&c.]

Geo Collier

[Endorsed] Rd 24 feby

1. PRO, Admiralty 1/1611.

WILLIAM BARTLETT'S ACCOUNT WITH THE MASSACHUSETTS PRIVATEER  
*Revenge* AND PRIZES <sup>1</sup>

Dr	Capt William Bartlet with the Sloop <i>Revenge</i> and her Prizes	Cr
	To Sundries Goods	By a 22d part of one half
	bid off at Auction	the Net Proceeds of the
1777	P Bill	Ship <i>Anna Maria</i> - Brigt
January 16	To Cash	* <i>Fanny</i> & Sloop <i>Isabella</i> and
	£ 330. .17. .5	their Cargos & the Cargo
	690. .- . -	of the <i>Polly</i> amountg P
	£1020. .17. .5	Estimate to 20013. .18. .1
		the one half 936.19.11
	Salem January 16:1777	By a 22d Part of the whole
	Errors Excepted	of the Sloop <i>Revenge</i> her
	Miles Greenwood Agent	Stores &c being
		1192. .9. .1½ 54. .4. .-
		By one bag Cotton contained
		in Capt Bartlets Bill, charged
		to Benj Moses. 211 a 3/5 36. .0.11
		1027. .4.10

1. Privateers, vol. 1, BHS.

THOMAS CUSHING TO JOHN HANCOCK <sup>1</sup>

Dear Sir

Boston Jany. 16 1777

In my last of the 13 Instant P Express I wrote you that I had received your Favor of the 28 december last, & that I was oblidged to you for kindly offering to me the Care & management of Building the Two Ships, one for 74 Guns & the other for 36 Guns which the Congress had determined to build in this State & that I chearfully Accepted the offer & should endeavor to execute your orders with respect to the Building of them with dispatch and fidelity, as to the Terms I left it to your Honor & the Congress to determine what allowance they would make me for transacting this business being fully persuaded that they will do that which is reasonable and just - I have agreeable to your directions taken the advice of Council as to the most suitable pl[aces] for building these Ships & they upon Considering the Matter have advised me to build the 74 Gun Ship at Boston & the 36 Gun Ship on Merrimack River, I wish they had advised me to build both Ships in Boston for the sake of the poor people, Cannot the Marine Committee give me discretionary orders about this matter? The Council apprehended it woud be too great a risque to build both Ships at Boston & also thought they could not be built so Cheap in Boston as in Merrimack river -

I have sent a person into the Country to engage proper Persons to fell the Timber, I hope you will immediately send me the dimensions as they will be wanted directly in order to determine the size of the Timber & in what manner it shall be hewed, please also to send me drafts for each Ship - It will be extreamely difficult if not impossible to procure within this Government the necessary materials for the Ships - No Iron is to be had here, the last sold for the enormous price of Eighty pounds lawful money P Ton, pray send me fifty Tons of Bar Iron from Baltimore immediately, as many of our northern Vessells

are there, you may easily prevail with some of them to take a quantity upon freight – It will certainly turn out vastly cheaper for the Continent, nay I do not see how I shall obtain it any other way – You may send some also from Philadelphia, I hope the Congress will also take Care seasonable to provide the Duck & Cordage for these Ships, Cannot the Hemp be sent from Baltimore or some part of Maryland or from Philadelphia, Cordage is got up to the Enormous price of Nine pounds P hundred & is Still Rising – As Capt Bradford & the other Agents cannot at present pay me any Money I have been obliged yesterday to draw a Bill upon you for Thirteen hundred Dollars in favor of Messrs S[amuel] White & Jo[seph] Cushing which I doubt not will meet with due honor – I hope dayly to receive from you some money to discharge [all] Bills relative to the Ships *Hancock* & *Boston* & that you w[ill] also furnish me with Cash to pay for the Timber & other materials for the Ship now about to be built. I remain with great respect [&c.]

Thomas Cushing

1. Society Collection, HSP.

THOMAS CUSHING TO JOHN LANGDON <sup>1</sup>

Dear Sir

Boston Jan'y 16, 1777

I have lately received orders for building a Seventy four Gun Ship in this State. I hear you have received simalar orders. I should be obliged to you to Inform me, in What manner you have contracted for building this Ship, how you are to give for Timber & plank, What wages you are to allow the Builders or Master workmen & the Common workmen – What price you allow the Blacksmith for his work &c &c – Where we are to get the Duck, Cordage & Iron, Cannon Anchors &c – I congratulate you upon your late Promotion as Speaker of your Assembly – hope you will be able to do your Country much service I remain with respect [&c.]

Thomas Cushing

1. John Langdon Papers, Captain J. G. M. Stone Private Collection, Annapolis.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS <sup>1</sup>

Honored Sir

Boston Jan'y 16, 1777

As I am not well assured of your having received my first letter in the *Providence* – I have taken the liberty of inclosing a Copy. – I must here Assert that it is both Unjust and inimical to the intrest of the Service that any Person or persons belonging to the Navy should share in Prizes when they were themselves Absent and out of harms way when the Capture was made – by this ~~damned~~ Unprecedented Association <sup>2</sup> which was effected by Fellows who have consulted their Personal Safty ever since, the Navy hath received more real injury than the sum Total of all the benifit which hath Accrued from their past or which is likely to Accrue from their future Services – for prize-money is thereby become so very intricate and perplexed – that the greatest part of the Seamen deserted immediatly After their return from New Providence – And those poor fellows who have faithfully Served the term of their Enlistment Are deterred from Entering as they have

not recd, nor is their any prospect of their receiving a Shilling of Prize Money – so that it makes my heart Bleed to See them half Naked at this Severe Season. – Such an Association was never known to be binding for more than a Single cruise therefore in the present Case it is hieghly requisite that it Should be Set Aside and Some happy expedient fallen upon to induce the Seamen to enter chearfully into the Service for an Unlimited Time.

I did not 'till a few minutes ago hear of this Opportunity by Mr Cumberland Dougall [Dugan] of Baltimore and As he is to set out immediatly I am obliged to curtail My letter otherwise I had considerably more to Add –

I Inclose in this Packet a Copy of my letter lately forwarded to the Marine Board with an Estimate of the Expenxe of Altering the *Alfred* – But I must repeat my Opinion, that She is now much better calculated for the Merchant Service than She can be made for War and as She is calculated for Stowing Tobacco She would make a good remittance to France. – My prize the *Mellish* Transport, as she was lately a Bomb in the English Service, would make a better Ship of War than the *Alfred* from the Ben[d]s downwards She is one Solid Bed of Timber She sails as well as the *Alfred* and is not near So Crank so that her lee Guns would be servicable when the *Alfreds* will not. – I understand that there is a Quantity of Nine Pounders to Spare at New London – and the *Mellish* would Mount 18 or 20 on one Deck – the *Alfreds* Guns are of such a Variety of lengths and Sizes that it is both difficult and dangerous to Fight them and the Nine pounders are all too long for Sea Service – should You resolve to convert the *Mellish* into a Ship of War I believe she may be fitted better here than at Dartmouth where she now is. – I will esteem the honor of hearing from you as soon as may be convenient – and it will Always give me pleasure to receive and Obey your Commands. – I understood by the report of Captain [Nathaniel] Falconer that I was Appointed to one of the Ships at Philadelphia – And Mr [Abraham] Livingston is Also of that Opinion. – Perhaps they have been mistaken – however I submit My Appointment as well as my Rank and destination entirely to You – As I am well Assured that if I have any Merit or Abilities they will not be Overlooked or Superseded – I have the honor to be with Grateful Esteem and Respect Sir [&c.]

J. P. J.

[Endorsed] Boston Jany 16th 1777 Copy of a letter to the Honble Robt Morris Esqr by Mr Cumberland Douggal. –

1. Papers of John Paul Jones, 6528, 6529, LC.
2. See volume 3, 891.

#### JONATHAN JACKSON TO ELBRIDGE GERRY<sup>1</sup>

Dear Sir

Boston 16th Jany 1777.

Having no Friends among the Gentn at Congress, Delegates from this Government, I can claim so much personal Acquaintance with, as yourself, I take the Liberty to call off your Attention a few Minutes from the more weighty Concerns in Politics, to ask your Friendship to one or two Friends of mine, who have a Veiw to some Appointments by your honble Body – Capt James Tracy a Friend of mine & Kinsman to Mrs Jackson, is desirous of being appointed to the Command of



one of the Continental Frigates – he was bred up in the British Navy & is perfectly well acquainted with the Regulations of a Man of War – tho' not born in the Country, he is a warm Friend for it's Liberties; & discovered such personal Bravery & Coolness of Temper in the Action he so long & vigorously maintained against the *Milford* Frigate, in the *Yankee Hero* Privateer the last Summer,<sup>2</sup> (the Circumstances of which I suppose did not wholly escape you at Phila), that I believe few Men this way are better qualified for such a Command as Capt Tracy wishes for – I inclose you an Extract of a Lr to Genl Washington wrote by Council when my Bror Nat went to solicit an Exchange with Ld Howe of the Offrs & Men of the *Y Hero* – by it you will perceive the Opinion of the honble Board as to their Merit, while the Action was fresh in their Honour's Memory – Capt Tracy has declined several advantageous Offers to command sundry private Vessels of War & those the most respectable here fitting out – he has Ambition, & perhaps has formed some pleasing Veivs of a rising American Navy, in which Merit may be preferred – I refer you to my Bror Nathl Tracy, should he meet you upon his present Journey to the Southward, for any Enquiries you may please to make respecting Capt Tracy (who is his Companion in this Journey) & if you can satisfy yourself he has sufficient Merit, you will oblige me to give him your Friendship & Influence for such an Appointment as I have mentioned, & in him I think you will recommend a deserving, capable Man, & may thereby do a real Service to the Country –

My Friend Mr Martin Brimmer of this Town wrote some time since mentioning to his Friends at Congress that the Appointment of Auctioneer for all Prize Contl Goods bro't into this State would be acceptable to him – I know of no Man more capable of the Business or more deserving of it, if any Profit is annexed to it – permit me to ask your Friendship for him in this particular you'll please to excuse my Freedom in this & my other Request – I give you Joy of the favourable Turn in our Affairs – may our Success continue, & we learn to deserve it –

I write you not the State of Things with us, not only because I should not know where to begin or where to end, but because I suppose you have corresponding Friends here, who can in this Respect serve you much better – I am Dr Sir with regard & Esteem [&c.]

Jon<sup>a</sup> Jackson

1. Privateers, vol. 1, BHS.

2. See Volume 5.

#### MASSACHUSETTS BOARD OF WAR TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston, January 16, 1777]

The Board of War having fitted out the Sloop *Republic* Allen Hallet Master, navigated with ten hands for the West Indies, mounting two 4 pd Cannon & ten Swivel Guns, & apprehending it may be of Service if the Master be furnish'd with a Commission for a Letter of Marque, do desire a Commission for him as such

By Order of the Board

Sam Phps Savage Prest

The Vessell will have 10 bbs provisions & 20 Ct of Bread. –

1. Mass. Arch., vol. 166, 195.



*Independent Chronicle*, THURSDAY, JANUARY 16, 1777

Boston, January 16, 1777.

We learn from Halifax, That the Brig *Independence*, in the Service of this State, commanded by Captain [Simeon] Sampson, was lately taken, by [George] Dawson,<sup>1</sup> in Company with a Transport Ship, after a smart Engagement, and carried into Annapolis Royal, in Nova-Scotia. — The Brig engaged Dawson for near Two Hours, when the Transport Ship, having 100 Soldiers on board, concealed, came up, and fired a Volley of Small Arms into the Brig, which obliged her to give over the Contest.

Captain Sampson, would undoubtedly have taken Dawson, before the Ship came up, had his Men stood to their Quarters; two or three of whom, he Shot for deserting their Post.

1. Captain of H.M. Sloop *Hope*.

*Continental Journal*, THURSDAY, JANUARY 16, 1777

Boston, January 16.

. . . the Captains of the frigates at Philadelphia, with their brave tars and a number of pieces of cannon, had joined them [Washington's army], who were willing to beat the enemy by land as well as by sea, provided the General would let them be commanded by their own officers, and fight their cannon their own way, whose request was granted, and they swear they will never flinch while the General finds them in Rum, Beef and Biscuit.

JOHN AND THOMAS PEASE TO NATHANIEL SHAW, JR.<sup>1</sup>

Edgartown January, 16, 1777

Sir we are Inform'd that you Are Appointed Agent for the Arm'd Sloop Called the *American Revenue* Samuel Champlin Commander now on a Cruize Against the enemies of the United States of America — These are Therefore to inform you that we have Several men in the Privateer which we have hired & have their Agreements now in our Possession as well as a Power of Attorney from them — if Agreeable to you we now, Appoint you as Our Agent & Factor, for which we mean to Allow you a Customary Commision Should receive it as a favour you would Se, that those sheres comes all, into our hands, & not one Farthing of either of there sheres paid to Any Person Except Ourselves, Let their Pretentions be what they wi[illegible] — we tell you this in Consiquence of these men being Black, perhaps they may dispose of their Sheres Several Times before you here from us. — please to Keep the Amounts of those Sheres in your Pocession untell You have Orders from us. we Shall call on you for the Amounts of all Those Sheres, where we Shall expect to find all, without Any payment being made to Any Other Person. — we am Sir with the greatest Respects [&c.]

John Pease 3d      Tho<sup>s</sup> Pease Jr

The Names of those People

Vizt	Jno Rotch		{ Eben[e]zer Codudy
	Jos Wamsley	&	{ Solomon Wainer
	Powers Wamsley		{ Silas Mackway
	Jethro Sowmog		

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 21, NLCHS.

*Newport Gazette*, THURSDAY, JANUARY 16, 1777

Newport, January 16.

A Flag of Truce arrived here last Sunday from Providence, with a Number of Persons whom the Rebels have had Prisoners, to be exchanged. By One who arrived, we are informed that the Rebels were removing a Number of Whale-Boats over Land; and that all their Talk was of their Intention to attack this Island! — Probably, by the Arrival of the next Account, we shall hear of their Intention to attack the Moon.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

Middletown, January 16th, 1777.

*Voted*, To purchase all the blankets and the suitable white linens imported in the Dutch vessell at N. London, also fifteen pipes of wine if to be had at a reasonable price, also shirts and stockings, and medicine to be chosen by the doctors, and such other articles as are necessary for supplying the army with arms, ammunition, refreshments &c., excepting gunpowder. And Messrs. Nathl Shaw junr and Andrew Huntington are appointed to purchase the same for the publick as reasonably as they can.

1. Hoadly, ed., *Connecticut State Records*, I, 156, 157.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO JOHN HANCOCK <sup>1</sup>

[Extract]

Philada Jan'y 16th 1777

. . . Albany & all the Country round it is famous for Slays & Sleds, and we have no doubt but General Schuyler cou'd with ease collect a sufficient Number to carry 1000, or 1500 Men across the Lakes, with such Stores Provisions & Artillery as may be necessary, the quantity of these need not be very considerable because the Movement in Slays will be very rapid & the Sole object of this expedition shou'd be to burn all the Enemies Vessells in the Lake which we apprehend may be effected with ease & when once done, let them return. the Surprize of the Enemy will prevent their following We hope this matter may deserve attention & if the plan be adopted Some Sea officers might be found here that wou'd be usefull Congress will excuse us for troubling them with our thoughts, we shoud do it were we with them.

We have the pleasure to inform you of the safe arrival of the Sloop *Sachem* Capt James Robison from Martinico, but the letters are not yet come up, so that we know not what stores or advices she brings, You shall be informed soon as possible, the Men of War have been chasing her about the Coast for ten days past, but she slipt in at last & we believe is got into Morris's River from whence we shall order up her Cargo in Waggons.

You have herein the Copy of Capt Jones's Acc[ount] of his last expedition in the *Alfred*,<sup>2</sup> he is a fine Fellow and shou'd be constantly kept employed, If

the Congress please I will propose to him one or two expeditions & leave him to take his Choice of them . . .

[Endorsed] R. Morris & Letter from Comtee of Congress at Philada 16 Jany 1777 read 20th

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 88–89, NA.
2. Probably the account printed in the *Independent Chronicle*, Boston, December 19, 1776, rather than Jones' report to the Marine Committee written January 12, 1777 which could not have reached Morris by January 16.

#### ROBERT MORRIS TO THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

Gentn,

Philada Jany 16, 1777.

As there are some masters, mates & mariners here that have been taken in Merchant Vessels, & wish to be sent into New York, I think your Board had best send them in discharge of your promise to Capt Hamond of the *Roebuck*, with a passport to that purport or if you decline doing it, I will grant them a pass to Genl Putnam to be sent over by South Amboy. I have the honor to be very respectfully Gentn, [&c.]

Rob. Morris.

1. *Pennsylvania Archives*, 1st series, V, 190.

#### JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Baltimore] Thursday, January 16, 1777

[*Resolved*] That a copy of the letter from the convention of New York, dated at Fish Kill, 28 December last, be sent to General Washington; and that he be empowered to take such order in the several matters therein contained, as he shall think best; and that a letter be written to the said convention, informing them of what Congress has done in compliance with their several requests:

That it would much contribute to the Defence of Hudson's River, if the Frigates built on the same were fitted with Guns and other Necessaries, which would enable them to repulse any Ship or Vessel that might pass the Batteries erected on, and Obstructions which may be made in, the said River.

That so much of the letter from the convention of New York, as relates to the defence of Hudson's river, by means of the frigates or otherwise, be referred to the Marine Committee

1. Ford, ed., *JCC*, VII, 40–42.

#### JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

[Extract]

Baltimore January 16 – 1777

I this Day am Aplid to By Capt kook for Sum Sutable plase as a Standing Warfe With Warehouses and all Other Convenient howses yards and Convenien[cies] of all kinds for the Province use to Contain Provisions Sales Riging of all Sorts

a Dwelling hous yard and Weell to Bee Cept for the States use With a Proper Man to Recve and Deliver Stores and Neseryes of a[ll] kinds I have the Conveniencies Compleat and a Man Proper for that Purpose and as the State has [a] Number of Vessells it Would Bee a hom for them and their Men at all times as to the Conveniencies Capt kook Can Inform you – and the Man I Will undertake for his honesty and Care –

1. Red Book, XVII, Md. Arch.

LIEUTENANT HENRY AUCHENLECK TO CAPTAIN GEORGE COOK <sup>1</sup>

Sir

When I mentioned to you my Intentions of Leaving the Ship *Defence* You Was Desirous to Know my Reasons for so doing I have here Sent you them in writing. In the first place I need Expect no further Preferement in the Servise As I find the officers of the Soldiers are prefered before the Sea officers An Other Objection is I doe not think the Ship will be mand for Sea this winter And I Look on it to be Losing time to Continue by hir when I may have an opportunity of expending the Time to more Advantage. Not but I have the Greatest Esteem for the Servise and would doe all that in my powr Lyes for the Benifite of the Same. With respect to you Capt Cook I Must Allways in Point of Honour, & gratitude A'knowledge you the Officer Seaman & My friend therefore Must request you to Continue the Harmony that has Subsided betwixt us & Am Yours to Command.

H. Auchenleck <sup>2</sup>

Ship *Defence* 16 Jany 1777

1. Red Book, XVII, Md. Arch.

2. First lieutenant of the Maryland ship *Defence*.

*Maryland Journal*, THURSDAY, JANUARY 16, 1777

Baltimore, January 16.

Captain Thomas Lilly, in a Cruiser of the State of Virginia, has brought into Hampton, a large Ship which he took on her Passage from Tortola to London, — Wallace Captain. Her Cargo is valued at about 6000 l. Sterling, consisting of Rum, Sugar, &c.<sup>1</sup>

The *Montgomery*, a New-England Cruiser, has also sent into Hampton, a Schooner Prize, laden with Woollens, British Porter, Cheese, &c. bound from Halifax, Nova-Scotia, to New-York.<sup>2</sup>

1. Lilly commanded the Virginia state brig *Liberty*, and his prize was the ship *Jane*, David Wallace, master.

2. The sloop *Montgomery* was owned by the state of New York, and commanded by Captain William Rogers.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Annapolis] Thursday, January 16. 1777. —

Commission issued to Clement Smith appointed Surgeon's Mate to the Ship *Defence*.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.



JOURNAL OF THE NORTH CAROLINA COUNCIL OF STATE <sup>1</sup>

[New Bern, January 16, 1777]

Resolved That it be recommended to His Excellency the Governor to give the following Instructions to the Agents appointed for the purpose of Purchasing Salt for this State to wit

## Instructions for the Agents for this State

You are to proceed immediately to the Island of Bermuda or any other Island or Islands in the West Indies (the Dominions of Great Britain only excepted), there to purchase or otherwise agree for on the faith and Credit of this State and send into the Same for the use of the Inhabitants thereof Twenty five thousand Bushels of Salt each. And to that end you are to Charter Vessels to bring the same into the different Ports in this State, consigned to the Commissioners appointed for the different Ports in this State to receive the Same and if you cannot procure and send into this State the Quantity of Salt above mentioned without Insuring such Salt and the Vessels in which it comes; You are then and in that Case to insure for that Purpose on the best Terms to any Amount not exceeding in the whole ten thousand pounds on the faith and Credit of this State.

You are to observe the directions laid down in the resolve of the last Congress a Copy whereof you have herewith and Govern Your Selves accordingly.

1. Governors Office, Minutes of Council, 1777–1780, NCDAH.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN EDWARD ALLEN, BRIGANTINE *Comet* <sup>1</sup>

Sir/

The Brig of War *Comet* of which you are Captain having received on board provisions and Other Stores for near three Months and having nearly a full Complement of Men, We desire that you will embrace the first favourable Opportunity to proceed to Sea. And after you are Clear of the Barr of Charles Town We recommend your steering to the Southward Cruizing a Long the Coast as farr as St. Augustine, After which you are at Liberty to Continue your Cruze not Exceeding Two Months from your departure from Charles Town Barr in such station as shall appear to you most promising of Success, during which time, You are to Take, Sink, Burn, or Destroy, any Ships, Vessells, or Goods belonging to the King of Great Britain, or to any of his Subjects, Excepting the Vessells and goods belonging to the Islands of Barmuda & new Providence, and should you be so fortunate as to take any Prize be carefull to put on board a proper officer as Prize Master, with Orders to proceed to Chas Town, or some Convenient Inlett within the State of So Carolina and give directions for Treating your Prisoners with the greatest Humanity, and Tenderness, you are to Advise the Commissioners by Letter (Directed to the first Commissioner) of Every Transaction worth Communicating during Your Cruze and to prevent any Inconvenience that may Arise for want of Credit in Case you are Obligated to put into any French, Dutch, or any other Port, There is put on board the *Comet* under your Care Three Casks

Containing        pounds weight of Neat Indigo which you are to place in such Hands as shall appear most Capable of Rendering You the Services that may be required or Dispose of it yourself, & the Neat proceeds invest in such Articles as Your Vessell may stand in [need] of or may be most usefull for the Navy of this state, Otherwise it is to be redelivered on Your Return [to Charles] Town, We recomend to you to use your best endeavours to Inlist as many Seamen for the *Comet* as will Compleat [her] ñumber to Eighty, and that you do frequently Cause to be read to the Vessells Company the Rules of the Navy of this State, and the Third Article of the Rules of Discipline, and good Government, and that you Endeavour all in your power to Cultivate Harmony, and good Order among the Officers and Seamen, – We not only recommend that you Steer to the Southward of this Coast on your going Out, but also on your Return, if the Circumstances of the Cruze will permitt . . . . . by Order of the Board [Charleston] 16th January        Edward Blake first Commissioner

1. Salley, ed., *South Carolina Navy Board*, 35, 36.

JOURNAL OF H. M. SLOOP *Badger*, LIEUTENANT CHARLES HOLMES EVERITT <sup>1</sup>

January 1777

NW Pt Grand Caucos NEbE 4 Leags

Thursday 16

7 A M TKd discovered a Sail in the SE Quarter gave Chace out T Gt Sails, in Chace of a Sloop standing to the Southwd P M Fir'd 5 Four Pounders to bring a Sloop Too. she proved to be the *Porcupine* Prize bound to Jamaica

1. PRO, Admiralty 51/78.

VICE ADMIRAL JAMES YOUNG TO GOVERNOR CRAISTER GREATHEAD <sup>1</sup>

(Copy.)

Antigua 16th January 1777 –

Sir, I am to acquaint you, that certain Inhabitants of the Island of Antigua, have lately fitted out an Armed Sloop called the *Reprisal*, from the Port of St Johns; and without Commission or any Lawful Authority from the Crown, have caused her to proceed to Sea; and to Cruize for and make Capture of any American Vessels She can meet with; three such Vessels, She has already taken upon the High Seas, and sent them into the Island of Antigua to be prosecuted in the Court of Vice Admiralty as Prize of War; and it seems expect to be rewarded both by the Court of Admiralty, and by the King, for the making such Captures.

I am likewise informed that several other Adventurers belonging to the different Islands within your Government, Stimulated thereto, by what they think the Success of the Owners of the Sloop *Reprisal*; are Determined to fit out Several other Armed Vessels, in like manner; it is said, that Seven others will be ready to Sail from the Island of Antigua before the end of the present Week.

In the Course of my Service, I never before heard of any self appointed Cruizer; and am of Opinion the Measures these are pursuing, are not only illegal, but highly derogatory to the Kings Authority; and will be attended with many dangerous and Alarming Consequences to the Nation in general.

I likewise know that repeated application for Arming Private Vessels to act Offensively against the Americans, has been positively refused in England. – I

must therefore request that you will be pleased to take such Measures for putting an immediate Stop, to these proceedings within your Government, as you may think most proper and Effectual. I beg to receive your Answer to this requisition as speedily as Possible, to enable me to transmit Administration a particular Account of these transactions. I have the Honour to be Sir [&c.]

Jam<sup>s</sup> Young –

P. S. Captain [Henry] Bryne of His Majesty's Ship *Hind*, who lately returned here from Barbados, acquainted me, that, Governor Hay of that Island, had assured him, He had directions from England, on no account to Suffer any Armed Vessels to be fitted out within his Government to Act offensively against the Americans.

The Honble Craister Greatehead Esqre

Commander in Chief &ca St Christophers.

1. PRO, Admiralty 1/309.

#### SURVEY OF THE CAPTURED PRIVATEER *Putnam* <sup>1</sup>

Pursuant to an Order from James Young Esqr  
Vice Admiral of the Red, and Commander in  
Chief of His Majesty's Ships and Vessels,  
employed & to be employed, at Barbadoes,  
the Leeward Islands, and Seas Adjacent,  
dated the 13th Instant.

We Andrew Anderson, Master Shipwright of His Majesty's Yard at English Harbour, Charles Owens Master Shipwrights Assistant, William Tauranac Carpenter of His Majesty's Ship *Seaford*, John Newsam Master of the said Ship, and Domingo Figarella Boatswain of His Majesty's Yard at English Harbour; have been on board the Brigantine now lying in English Harbour, (Called the *Putnam* lately an American Privateer, taken by His Majesty's Ship *Portland* and Condemn'd as Prize in a Court of Vice Admiralty at this Island) and there taken a Strict and careful Survey, of the said Brigantine and thoroughly examined the condition of the Hull, Masts, Rigging, Sails, and other different Stores, belonging to her (an Inventory and Condition of which is here after inserted,) and having Measured the Tonnage, We have also set a Just and Equitable valuation on the whole to the Best of our Judgement.

The Vessel is new and in good condition the frame of Oak, the Outside of the Bottom and the ceiling Planked with Oak, the Masts, Yards, Boom and Gaffe are in good order and she is of the following Dimentions – Vizt

Length of the Keel for Tonnage	Fifty One feet.
Length of the Gun Deck	Sixty four feet, Two Inches
Breadth Extreme	Nineteen feet, Nine Incs
Depth in the Hold	Seven feet, Nine Inches
Burthen in Tons	One hundred Tons –

And it is our opinions that by some little Additi[ons] and repairs the said Brigantine will be capable of Carrying Ten three Pounders, and that she has Conveniencies sufficient to Stow forty five Men –

SURVEY OF THE CAPTURED PRIVATEER *Putnam* [continued]

## Boatswains Stores –

Bowsprit	Bobstays	Unserviceable
	Jibb Stay	Serviceable
	Guys	Unserviceable
	Sheets	ditto
	Downhaul	ditto
Fore	Stay	Serviceable
	Shrouds	ditto
	Catharpins	ditto
	Puttock Shrouds	ditto
	Pendants	ditto
	Runners	ditto
	Falls	Unserviceable
	Jeers	ditto
	Lifts	Serviceable
	Braces	ditto
	Sheets	Unserviceable
	Bowlins	Unserviceable
	Clewgarnets	ditto
	Buntlines	ditto
	Leech lines	ditto
Top	Stay	Unserviceable
	Shrouds	Serviceable
	Standing Backstays.	Unserviceable
	Brest Backstays	ditto
	Tye	ditto
	Lifts	Serviceable
	Braces	ditto
	Halyards	Unserviceable
	Sheets	Serviceable
	Bowlins	Unserviceable
	Clewlines	ditto
	Buntlines	ditto
Fore Top	Reef Tackles	Unserviceable
	Staysail Stay	ditto
	Halyards	ditto
	Sheets	Unserviceable
	Downhauls	ditto
Gallant	Stay	Serviceable
	Shrouds	Unserviceable
	Backstays	ditto
	Tye	Serviceable
	Halyards	ditto
	Lifts	Unserviceable
	Braces	ditto
	Bowlins	Serviceable
	Clewlines	Unserviceable



	Sheets	ditto
Royal	Stay	Serviceable
Main	Stay	ditto
	Shrouds	ditto
	Catharpins	ditto
	Puttock Shrouds	ditto
	Runners	Unserviceable
	Throat and Peak Tye	Serviceable
	Downhaul	ditto
	Staysail Halyards	Unserviceable
	Sheets	ditto
	Downhaul	ditto
Top	Stay	Serviceable
	Shrouds	ditto
	Standing Backstay	Unserviceable
	Brest Backstay	ditto
	Tye	Unserviceable
	Lifts	ditto
	Braces	Serviceable
	Halyards	Unserviceable
	Sheets	Serviceable
	Bowlines	Unserviceable
	Clewlines	ditto
	Buntlines	ditto
	Leechlines	ditto
Main Top	Reef Tackles	Unserviceable
	Staysail Stay	ditto
	Halyards	ditto
	Downhaul	ditto
Gallant	Stay	Serviceable
	Shrouds	Unserviceable
	Standing Backstay	ditto
	Tye	Serviceable
	Halyards	ditto
	Lifts	Unserviceable
	Braces	ditto
	Bowlins	Serviceable
	Clewlines	Unserviceable
	Sheets	ditto
Royal	Stay	Serviceable
Cross Jack	Lifts	Unserviceable
	Braces	Serviceable
	Cable 8½ Inches	Half Worn
	4½	Unserviceable
	Spritsail Course	Serviceable with repair
	Flying Jibb	ditto

SURVEY OF THE CAPTURED PRIVATEER *Putnam* [continued]

Fore Course	ditto	[Serviceable with repair]
Topsail		ditto
Gallant Sail		ditto
Main Sail		ditto
Topsail		ditto
Gallant Sail		ditto
Staysail Fore Top		ditto
Main		ditto
Top		ditto
Middle		ditto
Anchors	Two	No Serviceable
Yawl	One	Serviceable with a little Repair
Iron Potts	Two	No Serviceable
Hand Pumps Complete	Two	ditto

All which, to the best of our Judgements we have estimated at Five hundred Pounds Sterling.

And we do further declare that we have taken & made the said Survey and Valuation with such care and Circumspection, as to be Ready (if Required) to make oath to the Impartiality of our Proceedings –

Given under our Hands, at English Harbour, Antigua, this 16th January 1777 –

And: Anderson  
Ch<sup>s</sup> [Owens]  
W<sup>m</sup> Tauranac  
Jn<sup>o</sup> Newsam  
Domingo Figarella

[Endorsed] Survey of the *Putnam* In V. A. Youngs of the 27 Jan'y 1777

1. PRO, Admiralty 1/309.

17 Jan.

JOHN BRADFORD TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS <sup>1</sup>

Gentlemen

Boston 17 Jan'y 1777

I have the honour to inclose you an Account of goods sent forward to the Army six weeks since, out of the *Livelys* Cargo. On the Arrival of Messrs [Abraham] Livingston & [William] Turnbull we consulted on the most Eligible method of furnishing them Gentlemen with the remaining part of that Cargo wanted by the Army, and concluded to sell at Auction, Accordingly we began the publick sale – Mr Turnbull attended it – Mr Livingston being out of town and on a declaration made by Mr Turnbull that what he bought was for the Army – such was the generosity of the people that no one bid upon him, excepting one of the Captors once or twice – Mr Turnbull it seems got a large quantity of Check shirts at six shillings – a large quantity of shoes at 6<sup>s</sup>. – this occasion'd a noise among the Captors and I saw an impending storm – I talk'd to Mr Turnbull on the subject & give him my opinion that it was not the wish of the

Honble Congress to debar the Captors of any advantage that might arise to them from the high price of goods – as two thirds of the Cargo already belong'd to them. I expected from what past he would have given a more generous price the second day – but it seems on the finishing that days sale the Captors with their Agent came open mouth'd and bitterly complained of the unfair method taken to sell the goods – Mr Turnbull on the other hand complain'd he is obliged to give more than he could wish and fears his Constituents will blame him – I stand in such a scituation that its difficult to shun blame from the one part or the other however I don't know that either party have yet found fault and hope to stear clear of reflections – it happens to be very unlucky that this should happen just at a time when the two frigates are getting their hands for the sailors propagate it that the Continental prizes were given away for half price – it seems at the close of the second days sale a Gentleman offerd Mr Turnbull a hundred Pr Cent on his purchase – this got among the Tarrs & created great bickerings & uneasiness among them – however – I have with the assistance of some friends calm'd them with a promise that the other part of the cargo should be an open fair sale were no one will be ahd for bidding – <sup>2</sup> as the goods sent forward where not appris'd here, as soon as I know the amount of them from those who valued them at head quarters I will pay of[f] the sailors – we sent a man forward with them to get them valued, but such was the scituation of matters then that our man returned with only a receipt for the goods – I know not till an hour since of this opportunity by express – who is just agoing of[f] – therefore must conclude with the greatest Respect Gentlemen [ &c. ]

J B

N B Notwithstanding an estimate is sent forward of the cost of altering the *Alfred* <sup>3</sup> I am of an opinion the Ship *Mellage* [*Mellish*] with an equal some [sum] will make a much better ship of war –

1. John Bradford Letter Book, vol. 1, LC.
2. The protesting seamen were the crews of Washington's armed schooners *Franklin* and *Hancock*, captors of the *Lively*, a rich prize. See *Independent Chronicle*, November 21, 1776.
3. Estimate was prepared by Captain John Paul Jones, and forwarded with his letter of January 11, 1777, to the Marine Committee.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Friday January 17 1777

Capt Daniel Souther's Roll Commander of the Brigantine *Massachusetts* from the Time of Entry to the time of Discharge

Read & Allowed & Ordered that a Warrant be drawn on the Treasury for Seven hundred and Seventy Six Pounds three shillings and four pence  $\frac{1}{2}$  in full of said Roll – and a Warrant was given and Signed by fifteen of the Council.

Petition of a number of Prisoners in Ipswich Goal

Read & Committed to Joseph Cushing and Daniel Hopkins Esqrs to consider the same & Report who reported as follows which was Read & Accepted Vizt The Committee to whom was referred the Petition of Monroe Roberts and others prisoners in Ipswich Goal give it as their Opinion that said Prisoners together with those in Salem Goal and as many others as can conveniently be conveyed in one

Vessel be immediately sent to Providence in the State of Rhode Island to be exchanged for the like Number of Prisoners of the same Rank and Condition now at Halifax belonging to this State in the hands of the Enemy –

J Cushing P Order

1. Mass. Arch., vol. 20, 188, 189, 190–91.

LIEUTENANT WILLIAM GRINNELL TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir.

Providence Jan'y 17, 1777

I Congratulate you on the Success of the Cruse, altho I had the Missforting to be Taken.<sup>2</sup> the Scenes I went through, I have not Time to Tell you, at Present, however at the Risque of my Life I Made my Escape, and Got Safe to Philada where I waited on the Merine Commte who Recd me Very Genteele, and Told me I had Done well to Git my Liberty So Soon, they ast me Sone Questens, Conserving you, I Gave them Satisfactory ansers, which I will Tell you when I have the Pleasure of Seeing you,

When I Made my Escape I was ablige to Leave Chest Bead Cloaths Books Instruments, &c which abliged me to Call on the Committe for a Little Contiroro, they Told [me] to Go to the Pay Master, and Git what I wanted, I being very Moddest onely ast for about fifty pounds, which they Readily Paid me, I ast for my accot which they Gave me, and I found Twenty Pounds 2/6 Charged me Deleverd to Capt John Paul Jones. I Told them it was a Mistake, and to Convince me Shew me your Recpt I Left it So, & Told them it was very Good, if I Ever Saw you aGain, they Told me they Could not Pay it aGain, wheather I Did or not – Excuse me Sir, if I Tell you that it was a Neglect in you, and of Some Consequence to, for you not, To Tell me, that you had Recd that mony becaus I Should have Left it on Shore, and not Risqued it at Sea, – no doubt you well Remember you Sent me Twenty Dollors from Philda to Chester and I Returned you Six at Cape may, – you Told us that what we Paid to wards Stoores, Should be Ree Paid us –

Mr Wm Hopkins <sup>3</sup> Caried in his accot for his Part which, was Cast out with Disdain – I Could not find any way to Git it – I Shall Take it very kind if you will Let me Know how it is, and Send me, the Ballance by first opertunity, you think Safe, Pleas to Derect to me in Providence to the Care of Capt David Lawrence –

Now I will Tell you Some thing, that Prehaps you young Batcholders, my thing Strang, that is to Take wife these hard Times, but I asure you that it is a Grand Step, towards Soften[i]ng them, therefore I have Made that Leep, and Made Choyce of the one, that you Called the I Dol of my affections, who is now with me the Little angels at Salem are waiting for you Mrs Grinnell Begg you will Excuse her Boldness She will Give you Letters to Some Ladys that She is Sartain will be very aGreeable to you and them –

Mrs Grinnell Joynes in Compliments to you I am Sir [&c.]

W<sup>m</sup> Grinnell

Ps I Shold not have wrote you about the Mony, but I under Stand I Shall not have the Pleasure of Seeing you here this Cruse, and if one of us falls in this Glorious Caus I Shall Loose it, and faith I Dont See but we are to Loose all wee have been fighting for –



To John Paul Jones Esqr  
Commander of the Ship *Alfred* Boston

1. Papers of John Paul Jones, 6530, 6531, LC.
2. Grinnell, first lieutenant in the Continental sloop *Providence*, was retaken as prize master of brig *Britannia*.
3. William Hopkins, sailing master of the *Providence*, was sent as prize master, September 4, 1776, of the brig *Sea Nymph*.

DANIEL TILLINGHAST, CONTINENTAL AGENT FOR RHODE ISLAND, TO  
CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir

Providence 17th Jan'y 1777

I received your favor of 5th Inst in favor of your Friend John Dunlap, to whom on application I have advanced 80 Dollars and Debit'd your Account for the same. — Inclosed you have a minute of Cash pd by Mr [John] Manley & myself wch you'll please have enter'd to their Accots before Setled with. —

I have now to Inform you of my being serv'd with a Copy of a Writ agt Jno Paul Jones Esq Jno Rathburn [John Peck Rathbun] & Philip Brown to answer the Complaint of Sameul Aborn &c Owners of the Private Schooner of Warr called the *Eagle* in an Action of Trespass for that the Defts wth force of Arms & agst our Peace did enter the Schr & then & there weigh the Anchor & Cut away the main Sheet & knock out the Bulkhead & take out of said Schr 24 Men whereby the Cruse was entirely broke up & other Enormities the Defts did to the Pl[ain]t[iff]s to the Damage of the Plts Ten Thousand Pounds Lawfull Money — In consequence of wch I have sued the Owners of the above Privateer in the Continents behalf for receiving & detaining the *Alfreds* Men for the same Sum — I thought I would Inform you of the above as the Court is adjourned to the first Monday in Febuary 1777 —

Observe your Intentions of Visiting Providence in a Short Time — nothing further Offering I rest Sir your [&c.]

Dan<sup>l</sup> Tillinghast

1. Papers of John Paul Jones, 6532, LC.

CAPTAIN JOHN AYRES TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

Gentlemen

Providence Janr 17th 1777

When I wrote You last I was at Bristoll Waiting for the Signal, to be Made On Board the *Emerald* Frigate, for Me to pass for Road Island which Was, On Sunday Morning last. I directly Weighd Anchor, & Made Sail for the *Emerald*, who Put An officer On Board & then we Steerd for R. Island And Anchord, under the Commodores Stern, & I went On Shore, & waited On Sr Peter Parker, who received Me Politely, & told Me he was Very Bussy, & desir'd I would Wait On him next day, Accordingly I did, & Exchang'd Prisoners, Rank for Rank, he gave Me twenty nine More than I carried, which I promis'd to bring the Next time the flag came, as this Govenour & Counsel would not let Me Carry the Whole of the Prisoners at one time, but to Make two trips, So I am preparing to get away to Morrow Morning, to finish the Matter Sr Peter Parker has wrote to Lord How, to Send all the Prisoners to him from New York, I shall Make all dispatch

Possible. Inclos'd is a list of Prisoners Landed here, the Most Part belongs to the State of the Massachusetts Bay — I am [&c.]

John Ayres

To The Honble Counsel of the State of the Massachusetts Bay in Boston  
P S Last Sunday Morning the *Asia* Saild for England in Whome Went Gen  
Clinton Lord Cornwallice & two other Generals

1. Mass. Arch., vol. 8, 137.

AMERICAN PRISONERS EXCHANGED AT RHODE ISLAND <sup>1</sup>

Names	Places of Abode	What Vessels taken in
Sam Burges Sea	Cape Cod	<i>Wolf</i>
Thos Hays	do	do
Jos Loves Lieut	Hingham	do
Jos Lovit Surgeon	do	<i>Wolf</i>
James Biard Masr	Boston	do
John Hunt do Mate	Hingham	do
John Souther Carp	do	do
Hen Cambel Sea	Boston	do
John East do	Milton	do
James Cobb do	Middleburgh	do
John Caowen do	Sittuate	do
John Jarvis do	Newtown	do
Sam Hanes do	Sudbury	do
Josiah Stelton do	Vineyard	do
Ed Quinsey do	Boston	do
Abner Hathway do	Bedford	do
Sam Deckenfield do	Do	do
James Attorson do	Boston	do
Alex Bates do	Sittuate	do
John Remmick do	Cape Cod	do
Thos Hamilton Mar[in]	do	do
Natt. Cook Lieut Ma[rine]	do	do
Richd Ralf Sea	do	do
Win Badger Sea	Boston	do
Robt Williams	Lynn	do
Josh Snow	Cape	do
Natt. Cohoon	do	do
John Aldrige	do	do
Enoch Clark	do	do
Sam Badger	Boston	do
Wm McFadden Mast[er]	Philidelphia	Brig <i>Bores</i>
Rob Hutchinson Mate	do	
James Glasco Mast		Sloop <i>Granad[a] Packet</i>
Dan Kenney Mast	Vineyard	<i>Greenwich Packet</i>
Ben Jones Mast	Boston	Sch <i>Conception</i> <sup>2</sup>

Name		Places of Abode	What Vessels taken in
Nath Thomas		do	
Abra Quennes	Sea	Marblehead	<i>Conception</i> <sup>2</sup>
James Felton	do	Boston	do
Ben Jones	do	do	do
Jonathan Fleck	Mate	do	<i>Sea Horse</i> Brig
John Green		Vineyard	do
Emanuel Decker	Sea	do	do
Emanuel Coffin		do	do
Thos Coffin	master	do	do
Ed Flenres	Sea	Philidelphia	Brig <i>Maria</i>
Geo Tucker	do	do	do
Wm Carman	do	do	do
Thos Bambe	do	do	do
Edmond Fish	do		do

Received the Above Prisoners from On Board the *Grand Duke of Russia*, At Road Island, Janr 17th 1777 On Board the *Nancy Cartel*. John Ayres

1. Council of War Papers, Exchange of Prisoners and Miscellaneous Papers, 1775–1781, R. I. Arch.
2. The schooner was the *Connection*, not the *Conception*. She was bound from Boston for Baltimore and taken by H.M.S. *Perseus*, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

#### JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

Middletown on the 17th day of January, 1777.

*Voted*, That Nathl Shaw junr be and he is hereby impowered and instructed to negotiate an exchange of the following prisoners:

[William] Hunter, captain of the <i>Gaspe</i> sloop.	James Cox.
Michael Stanhope, midshipman do	Duncan Macfarthing.
John Kent, Clerk	James Lilley.
Wm Kent,	Charles Patterson.
Wm Allen,	John Barber.
John Shaw,	Frederick Robertson.
John Birkley.	Peter Oring.

And in case an exchange cannot be effected, that he take their parole to return back again to this State immediately in the same vessell without going on shore.

1. Hoadly, ed., *Connecticut State Records*, I, 157.

*Connecticut Gazette*, FRIDAY, JANUARY 17, 1777

New-London, January 17.

Last Monday Capt. Tabaoda arrived here in a Sloop from Curracoa, which Place he left the 22d of November, and 13 Days after having sprung a Leak he put into Ocony; eight Days before he left Ocony a ship arrived there from Havre de Grace, the Master of which informed him that a Declaration of War had taken Place between Spain and Portugal, and that the same was daily expected between France and Great-Britain. The Cargo of the above sloop is very valuable, consisting

of Blankets, Duck, some Powder, &c. The sloop run into Newport Harbour last Saturday, and narrowly escaped being taken by the Enemy before they perceived the Harbour was in their Possession.

Last Monday four Ships and a Tender came down the Sound, and passed this Harbour in the Evening.

The following is an Extract of a Letter, from a Gentleman of Honor and Distinction, a Prisoner in New-York, dated 26 Dec. 1776.

The distress of the prisoners cannot be communicated by words, twenty or thirty die every day, they lie in heaps unburied, what numbers of my countrymen have died by cold and hunger, perished for want of the common necessaries of life, I have seen it. This Sir is the boasted british clemency (I myself had well nigh perished under it.) The New-England people can have no idea of such barbarous policy, nothing can stop such treatment but retaliation. I ever despised *private* revenge, but that of the *public* must be in this case but just and necessary, it is due to the manes of our murdered countrymen, and that alone can protect the survivors, in the like situation, rather than experience again their barbarity and insults, may I fall by the sword of the Hessians. I am &c.

Deserted from the armed Ship *Oliver Cromwell*, belonging to the State of Connecticut, a Molatto Fellow named John Short, sometimes calls himself John Smith; is about 20 years old, and 5 feet 6 or 7 inches high, poorly cloathed, his only jacket blue. Whoever will apprehend and deliver him on board said ship, shall have all necessary charges paid, and a very handsome reward from

Wm Coit

(of the *Cromwell*[])

N. B. Whoever may apprehend him is desired to secure what money he may have about him, as he has stolen from Mr. Roger Gibson a considerable quantity of cash as he went off.

#### ROBERT MORRIS TO JOHN HANCOCK <sup>1</sup>

[Extract]

Philada Jany 17th 1777.

We have the pleasure to inform you that a Brig *Jamaica Packet* Cap [Benjamin] Wickes after running the most imminent risque of being taken by the *Roebuck* in several attempts to get into our Capes, & passing through a smart fire from her lower Tier, by the Bravery & good Conduct of the Captain has escaped & is got into Chester River in Maryland, this is one of the Vessells that was Stopped in Hamburg by Mr Mathias the British Minister there, we dont yet know what her Cargo Consists of but expect it is Valuable she was intended to bring 1000 bbls powder some Brass Canon & Muskets, but are apprehensive it has been the Condition of her releasement that those Articles Shou'd be taken out of her, & if so she will have Considerable quantities of Ravens & Russia Duck Oznabrigs, Drillings & other German Goods. The Captain writes that he wou'd take Horse & come up here soon as he had got the Vessell & Cargo safe to Chester & you shall be informed all particula[rs] soon as we know them . . .

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 93-96, NA.



CAPTAIN WILLIAM ROGERS TO ABRAHAM TEN BROECK, PRESIDENT OF THE  
NEW YORK CONVENTION <sup>1</sup>

Sir – Baltimore, in Maryland, January 17, 1777.

We arrived in this port ten days ago, from a cruise with a schooner and a brig that we have taken; the schooner is from Halifax, bound for New-York. Enclosed you have a copy of the receipt the master gave for the cargo. She is a double-decked schooner of about sixty tons burden. I expect that she has many things in that are not in this account, as the owner is on board with his wife, and these are goods that was on freight. The brig is claimed in Baltimore, and I expect will be cleared, from what I can learn. Enclosed you have a true copy of all her papers; and if such vessels are cleared, what encouragement has men to cruise. I have libelled them both in the Court of Admiralty. I hope you will send Tom Pierson, or let me know who to appoint here for an agent. If the brig is not condemned, I expect that I shall not be able to get to sea again, for all hands will leave me, and there is no such thing as getting men here; that I shall want to know what must be done with the *Montgomerie*. I hope to hear from you as soon as possible; and Am [ &c. ]

William Rogers.

1. *New York Provincial Congress*, II, 359.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, JANUARY 17, 1777

Williamsburg, January 17.

Naval officers are appointed for the following districts:

Upper district of James river, Beverly Dickson, Esq; lower district, Jacob Wray, Esq; Elizabeth river, John King, jun. Esq; York, Jaquelin Ambler, Esq; Rappahannock, Hudson Muse, Esq; South Potowmack, Charles Lee, Esq; for the district of Northampton, Isaac Avery, Esq; Accomack, Isaac Smith, Esquire.

"EXTRACT OF A LETTER FROM ANTIGUA, JAN. 17." <sup>1</sup>

Last Wednesday arrived here the brig *Peace and Plenty*, John Nalder, commander, belonging to this Island. The 8th inst. in the evening, she was brought to at sea by an American privateer, who put a boat's crew and an officer on board him, notwithstanding it blew hard, and the sea ran high, with orders for Captain Nalder to make sail after her; a gale of wind a short time after came on, which obliged the brig to take in all her sails, and the next morning the privateer was out of sight. The American officer ordered one of his men to take the helm when the gale had a little abated, and was going to shape his course for Boston, which Capt. Nalder perceiving, spirited up his crew, and with handspikes fell on the rebels, secured them under the hatches, and have brought them safe into this place. They say, the privateer, which is a snow of 12 carriage guns, and 16 swivels, called the *Achilles*, is commanded by one Williams, formerly a midshipman in the English navy, and they were going to Boston to refit, having been out a long time without any success. The vessel, they add, was very leaky, and her provisions were near exhausted.

The owners of the *Peace and Plenty* have rewarded Capt. Nalder for his spirit in saving their vessel.

1. *London Chronicle*, March 13 to March 15, 1777.

JOURNAL OF THE MASSACHUSETTS BRIG *Tyrrannicide*, CAPTAIN JOHN FISK <sup>1</sup>

Remarks on Fryday 17 Jany 1777

Latter part pleasant weather at 11 A M saw a Sail to the Eastward

Course  
North

Lattd by Obs 13..12 N

Longd in 56..59 W

In chase of the Sail at 3 P M made the Island of Barbadoes bearing west 9 Leagues

At 6 gave the chase a Shot she struck to the American Arms the Brig *Three Brothers* Arthur Holme Master from London for Barbadoes 8 weeks out sent a prize Master & men on board gave the people the Long boat to go to Barbadoes. at 6 the Island of Barbadoes bore West 5 Leagues distance stood to the Northward with the prize in Company <sup>2</sup>

1. John Fisk Journal, AAS.

2. The prize was *Three Friends*, not *Three Brothers*.

18 Jan.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN ALLEN HALLET <sup>1</sup>

War Office,

Sir,

Boston Jany 18th 1777

You being Master of the sloop *Republic* now loaded and ready to sail your orders are to proceed direct from Martinico or St Lucia, where you are to dispose of your Cargo for the most you can obtain, and invest the proceeds in the several Articles in the annex'd Schedule, giving the preference to those first mention'd; – If you cannot purchase warlike Stores in either of the abovemention'd places, you will proceed for Cape-Francois, where you can without doubt procure what you may want.

You are to purchase two pair of Cannon Six, Four, or Three Pounders, Brass if to be had, if not Iron four Pounders, together with Ammunition, the Cannon you will mount on the Carriages you have with you, which together with the Cannon Swivels &c. you carry from hence together with the Crews of the several Vessels, that may have been sold, will put your Sloop in such a state of Defence as to keep off every Arm'd Vessel except Sloops or Frigates, and possibly enable you to take some prizes.

However, as the Effects you may have on board will be of the greatest Importance to us, you are by no means to go out of your way, upon any pretence whatever; But you are to observe not to take on board the proceeds of more than two Vessels besides your own, but as many of their Crews as you may want or can accomodate.

If you should not take on board any Effects besides your own, you are to purchase as much Salt as will Ballast your Vessel and come home, & on your Return you are to make the first Harbour in this State or New Hampshire, from whence you will give the earliest Notice to the Board by Express –

By order of the Board

. Sam<sup>l</sup> Phps Savage Prest

Good Fire Arms with Bayonets

Gun Powder – 20000 Flints

Ravens Duck Russia Duck Ticklenburgs Lead German steel if so low as a pistareen pr lb Soldiers Blankets Low pric'd Linnens 5 or 6 Boxes Tin 3 ps Flannel

[Endorsed] Boston Jany 18th 1777)– I acknowledge the above to be a true Copy of the orders I have recd from the Honble Board of War, and promise to obey the same

Allen Hallet

[Enclosure] Herewith you have deliver'd you Two promisory Notes the one given by D St Tour for 2581 . 11 . . 6 Livres The other by Mr Harrany for 10299 . . 8 . . 6 Upon your Arrival at Martinico You will apply to those Gentlemen & endeavor to receive payment for said Notes, which you are to invest in the Articles before directed – Upon this Transaction the Board consent to allow you five P Cent

Allen Hallet

1. Mass. Arch., vol. 151, 401–02, Letters from the Board of War, 1776–1780.

EMANUEL MICHAEL PLIARNE TO RECULE DE BASMARIN & RAIMBEAUX,  
BORDEAUX <sup>1</sup>

Gentlemen

Boston 18th January 1777

I shall set off tomorrow morning & hope to hear You take the Advantage of this and next Month to make the Remittances on France.

I pray You not to send any Cargoes out of the Bay of Biscay, till some News arrive from Europe, & I prefer to send the greatest part of the Cargoes to Nantes, where every precaution shall be taken for the other Markets & the direction at Nantes is

To Messrs J. Gruel & Compa Merchants at Nantes

I want, Gentlemen, Six Vessels, Ships, Snows or Brigs as most convenient from 100 to 200 Tuns, & under 100 Tons if it is possible You will send them with Sugar & Rum to Virginia, & the Board of War shall be owners of the half of the Vessels & Cargoes In the Southern States my Direction is

Messrs Pliarne & Compa Merchants in Baltimore To the Care of Doctor Cole  
Messrs Pliarne & Co Merchants To the Care of Mr Custis in Alexandria  
Alexander Gillon & Co Charlestown Carolina

Messrs Testard & Souchet Merchants au Cap Francois Isle St Domingue

Messrs St Martin & Diant Merchants at St Peter Martinico

I have the Honor to Remain Gentlemen [&c.]

Pliarne

1. Mass. Arch., vol. 152, 26–27, Board of War Letters, 1776–1777.

COMMODORE ESEK HOPKINS TO COMMODORE SIR PETER PARKER <sup>1</sup>

Sir

Warren Providence River 18 Jany 1777

I Recd your Letter by Capt Ayres together with a Number of prisners who brings the Number he was in arears and A Numbr more which you will Return an Eaqualety for tharr is a Number in the Cuntrey which were taken by the Vesels under my Comand who I have Sent for and Shall Send you as Soon as thay arive in Providenc Shall Send an officer in Rome of Mr Cranston thoug I do not Look on him as a Comision officer he being olney a Nomenol Leut with out aney Comision I must Request the faveor of you to Send me Mr Michl Knees a midshipman of the *Alfreed* and prize mastr of a Ship called the *Surprize* Retaken by the *Greyhound* Friget and Now on Bord the Prizon Ship at New york and Like wise his Crue or your Interposs[it]ion to gitt them put a Shore thair I am Sr [&c.]

E H

1. Hopkins Papers, RIHS.

*Providence Gazette*, SATURDAY, JANUARY 18, 1777

Providence, January 18.

Tuesday night last [January 14] some men from the enemy's ship that lay at Prudence set fire to a house on that island, which was communicated to one or two other buildings, and gave rise to a report that the enemy had burnt the town of Newport. These were the only buildings that remained on the island after [James] Wallace's expedition up the bay last winter.

Capt. Ayres, who lately went with a flag of truce to Newport, returned on Wednesday, and brought with him about 50 Americans, in exchange for a number of prisoners he delivered there.

On Friday morning, last week, a party of our troops from Seconet, with one 18 and one 12 pounder, drove the *Cerberus* man of war from Fogland ferry: She returned the fire briskly for some time, and was at length obliged to put to sea, and is since arrived at Newport. By certain accounts received from thence, we learn that she was considerably damaged in her hull, and had six men killed and a number wounded.

We hear that General Clinton has sailed from Newport for England, in the *Asia* man of war, and that Earl Percy (whom General Gage so highly commended for his *agility* in the Lexington retreat) now commands the ministerial troops at Rhode-Island.

MASTER'S LOG OF H.M.S. *Diamond* <sup>1</sup>

January 1777

Remarks onbd his Majestys Ship *Diamond* 1777

Saturday 18th

Am the Carpenters Making a New Mizentopmast  
 Modrat & fair Weather at 1 pm Fird 21 Guns in Com-  
 meration of her Majestys Birth Day But the Most unluckey  
 Accident that Ever Could be hapnd the Shott not Being all  
 Drawing out of our Guns in Firing Two of our Shott went  
 Threw the *Grand Duke* Transports Sid and Kild five of ther  
 Men and wounded Two more as they wer all Siting in the



Fore Castle at their Denner and the Ship Lyeing Close along-side of us

1. PRO, Admiralty 52/1699.

“A LETTER FROM ON BOARD HIS MAJESTY’S SHIP *Daphne*, AT NEW YORK, DATED JAN. 18.”<sup>1</sup>

We have been out on a cruise, and have taken 14 prizes, 12 of which we sent into this place, and two we burnt at sea, after taking out their cargo, for which I expect to share two or 300 pounds.

1. *London Chronicle*, March 13 to March 15, 1777.

BERNARD GALLAGHER TO CAPTAIN JOHN PAUL JONES<sup>1</sup>

Sir,

Philada 18th Jany 1777

I have the pleasure to hear you are save arrivd after a fortunate Cruize. When I came the length of Boston I wrote a letter and directed it to you as also a nother in Newport which I left in Mr John Manleys Care for you, including a Manifest of the Cash and other Articles Mr Lovie and Mr Bichup took into Custody belonging to me, unknown to you;<sup>2</sup> Some of the Articles I see in Newport, where they had Sold them and also others they had Made presents off to the Widow Weeding which I left in the Sheriffs hands in Newport; as also power of [illegible] Attorney with Mr John Manl[e]y in Newport to act in my place in Every Respect, as they were guilty of so mean an action on board your ship without your knowledge, I hope in Case they do not Return the Articles they Embezeled and Carried away, you will stop thier wages and prize Money to the Amount of the same as they left me destitute of Every Necessary of life; an Inventory of which you have inclosed. I am Engaged Master of a private ship belonging to Conyngham and Nesbit Merchts here, or I should have the pleasure of Seeing you myself. I do Not expect to Sail for two Months at least, and as it is in your power to do me Justice, I hope you will do your Utmost endeavours in the same, and in Case you shall think proper to Stop thier prize Money, to the Amot [of] the goods please to Remit it to Merssrs Conyngham and Nesbit Merchts here on My Acct

the Brig *Favourite* is Retaken and Carried into Bermudas. I saw Mr Weesy [Joseph Vesey] here who run away from the ship he was prisoner on board as Also Mr [Joseph] Hardy,<sup>3</sup> in Case they Choose to Return the Articles I hope you will be kind Enough to Order them to be set up at the Mast.<sup>4</sup> I am with Respect [&c.]

Bernard Gallagher

John Paul Jones Esqr

Commander of the Ship *Alfred* at Boston

[Enclosure]

Inventory of Goods belonging to Bernard Gallagher on board the Sloop *Providence* John Jones Esqr Comdr taken into Custody by George Lavie Now Master of the Ship *Alfred* and James Bechup Midshipman on board of said Ship Viz

One Claret Coloured Suit of Cloaths

Cloth at 21 S. pr yd Sterg

One Dark Boutonnd Broad Cloath Coat

and Waistcoat best Superfine Cloath new,

1 pair best black everlasting Breeches new

2 pair of Corderoy Do

1 pair Serge denim Do

1 pair Brown fustian Do

1 pair Ankeen Do

1 White Corderoy Waistcoat

1 Do Serge denim both new

7 Ruffled Shirts and 1 plain Do almost new Cloath at 2/7 pr yd in Ireland

13 Check Shirts, about  $\frac{1}{3}$  wore

2 holland Stocks

6 pair white th[re]ad hose

6 pair blue and white Do

1 pair white Silk Do

[6] pair Worstead Do

pair best Jean Gloves

pair Worstead Do

pair Buckskin Gloves

2 $\frac{1}{4}$  lb best white Sewing thread

Sold by James Beckup to Isaac Dayton upon the point.

1 Blue Surtout Coat about  $\frac{1}{3}$  wore

2 fine White Bordered Linen handkerchiefs

2 printed Linen Do

Check Silk Do

1 pocket book with Several Memorandums

1 Acct Do with Several Others

one Scale and Compass

1 White Linen Shirt new

2 Check Do

1 Double Rose blanket

1 Single Do

1 Coverled

1 Feather bed Almost new

2 pair Striped Linen Trousers

1 pair blue Duffield Do

two new pair Shoes and [illegible]  $\frac{1}{3}$  wore

3 broad cloath Jackets 1 blue Waistcoat

1 Rum case with 12 bottles with 3 Galls Speret which Co[st] 7/6 pr gall.  
in Antigua

1 Cag qt 10 Gallons Do

1 barrel of Muscavado Sugar qt about 2 cwt

78 Dollars in Cash 1 Guinea and two pist[a]reens

1 Beaver hat	}	I understand is in Mr Mirgs [John Margeson]
1 Hadleys Quadrant		Custody Mate on board Sd Ship
1 fine Buff Coloured Cassmay Waistcoat		
1 Box Jewellery ware Which Cost in England Abt £ 10 Sterling		
1 Striped Silk and Cotton Waistcoat		
1 pair Silver Set knee Buckels		
1 Stock	Do	.
1 shirt	Do	Garnet Stone
1 hair net		
two new Raisors		two Combs and Case
1½ yd fine new Linen	}	
1 White pillow Case		With Several other Articles wh
1 pillow and Case		I Cant Remember at pres[ent]
1 Diaper Towel		
a pattern of a Waist coat of Brown Silk		

1. Papers of John Paul Jones, 6534–6536, LC.
2. Apparently when Midshipman Gallagher left the Continental sloop *Providence* off Nova Scotia (see Volume 6, 1049), Lovie and Bechup helped themselves to his elaborate wardrobe and supplies.
3. Joseph Vesey, acting master of the *Providence*, was sent prize master in the brig *Favourite* on September 7, 1776 with Midshipman Joseph Hardy as his mate.
4. "Set up at the Mast" meant to auction off the articles to the crew.

#### JOHN SMITH, JR. TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentlemen

Baltimore 18th Jany 1777

My Brother who is Just Returned from Annapolis informs me that you have Occasion for & want to purchase a Vessel, I lately bought a Snow which I would be willing to part with, it not being in my power to put her into the Trade I at that time intended, She is English Built & will carry abt 1500 Bbls Flour, She is exceeding well found & will want scarce any repairs, an Inventory I now inclose you, She cost me at public Sale £ 1720 – for which price you may have her allowing me the Commission you give to those who purchase Ships for you, I will be much Obliged for your Answer pr Mr Sterret who carries this or sooner if possible & am Gentm [&c.]

John Smith Junr

#### Inventory of the Snow *George* — <sup>2</sup>

Hull Masts Yards, Bowsprit Standing & Runing Rigger, One Boat – Two Bower & One Kedge Anchors & One Graplin – Two Bower Cables two hawsers – Two Fore Top Sails – Two Main Top Sails – Two Fore Sails, two Main Sails – One Trysail, two Top Gallant Sails One Fore Stay Sail, Two Jibs One Main Top Mast Stay Sail, One Middle Stay Sail One lower Steering Sail, two Top Gallant Royals One Camboose & Copper Boiler Ten Water Casks, Iron hooped – Four Compasses – Four ha Minute Glasses – Four Quarter Minute do – Two half hour do – One Two hour do – One Marline Spike – One Wood Ax – One Sett Caulking Irons Six Knives & Forks 3 Tumblers One Butter Boat 1 Butter dish One Spice Mortar two Cat Blocks Four handspikes Three pump Spears wth

Boxes Three lower pump Boxes Two Crow Barrs – One Spun yarn Reel One Grindstone One Servg Mallet One log Line & Reel One hand Lead & Line Three Scrubbing Brushes One Bucket One Gun Screw 2 Jacks 2 Ensigns & Penant One Copper & One Tin lamp Two Tin Kettles One ladle One Gridiron One Pewter Bason One pine Table One Case with — One Stone pan, four Stone plates Two Decanters three Teapots 2 Stove pots 2 Chairs 7 Bottles One Stove dish – 1 Pewter Tureen – 1 Glass 4 Spoons –

1. Red Book, XVII, Md. Arch.

2. *George* was taken by the Maryland ship *Defence*, retaken by H.M.S. *Camilla*, and then recaptured by the Maryland privateer *Enterprize*. Jesse Hollingsworth noted: "I would Purchas'd the Snow But the Best Guges thought her too old," see Hollingsworth to Maryland Council of Safety, December 11, 1776.

#### JOURNAL OF THE VIRGINIA COUNCIL <sup>1</sup>

[Williamsburg] Saturday the 18th day of  
January 1777.

Ordered that the Commissary of Stores be directed and empowered to purchase for the use of this Commonwealth the prize Ship *Jane* taken by Captain Thomas Lilly of the armed Brigantine *Liberty* belonging to this State.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 317.

#### JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston] Saturday 18th January 1777 –

The Board Mett According to Adjournment

Present Edward Blake Esqr. first Commissioner –

Thos Savage, Thos Corbett, Josiah Smith, Esqrs –

Agreed that the first Commissioner do Order payment of the Following Accots  
Viz

No 27	To Saml Prioleau Junr & Co for Canvass	£ 318
28	Edward Oats for ditto	746..8.. –
		£1064..8
No 29	To Peter Philip 2 Mos advce wages on } board the Brig <i>Comet</i>	42 [burned]
30	Myer Moses for Sundrys Supplied the Commissary	112 [burned]
		£1218.18..

The following Advertisement was sent to Mr. John Wells.<sup>2</sup>

Navy Board Charles Town January 18th 1777.

The Public are in want of a Number of Batteaus, that will Carry from Twenty to Forty men Each Any persons willing to Enter into Contract for Building the same are desired to send their proposals in writing to

Edward Blake first Commissioner

1. Salley, ed., *South Carolina Navy Board*, 36, 37.

2. Printed in the *South-Carolina and American General Gazette*, January 30, 1777.

## 19 Jan. (Sunday)

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER <sup>1</sup>

Jan'y 1777. Moored in Halifax Harbor  
 Sunday 19. A M at 1/2 past 8 fir'd a Gun & made the Signl for all Petty Officers at 10 sail'd hence. His Maj's Ship *Lizard* – at 1/2 past 11 fired a Gun & made the Signal for all Captains.  
 First pt clear Wr latter cloudy with Snow – at 2 P M fired a Gun as a Signal for the *Milford* to fire Minute Guns – at 1/2 past 3 fir'd another Gun as a Signal for the *Milford* to desist firing havg buried Capt. [John] Burr

1. PRO, Admiralty 51/762.

JOURNAL OF H.M.S. *Milford*, CAPTAIN HENRY MOWAT <sup>1</sup>

Jan'y [1777] At Moorings in Halifax Harbour  
 Sunday. 19 AM Saild hence the *Lizard* with some Merchant Vessels under her Convoy for England.  
 Modr & fair PM fired 52 Guns during Captain Burrs Proces- sion whom was Burried with all the Honours Due to his Rank.

1. PRO, Admiralty 51/607.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL <sup>1</sup>

Jan'y 1777 Off Bristol Ferry.  
 Sunday 19th sailed past the Ship a flag of Truce, to exchange Prisoners,<sup>2</sup> sent a Petty officer on board, punished Saml Johnston with 7 Lashes for quarrelling & using reproachfull speeches.  
 Light breezes & fine Wear at 4 P M sailed past from Newport the flag of Truce, the Longboat Watering.

1. PRO, Admiralty 51/311.

2. See Hopkins to Parker, January 18, 1777.

SHIPPING ARTICLES FOR THE CONNECTICUT PRIVATEER SLOOP *Revenge* <sup>1</sup>

Articles, made between the owners of the Armed Sloop, called the *Revenge*, of Eighty Tons: fitted from Stonington in the State of Connecticut, of the one part: and the Commander, Officers and men, of the other part: Witnesseth, that the said Owners, Shall fitt said Vessel for the Seas in a War like manner. And provide her with Cannon, Swivils, Small Arms, Cutlasses, Sufficient Ammunition, and Provi- sions; with a Box of Medicines and every other necessary at their own Expen- ce; for a Cruize against the Enemies of the Thirteen United States of America; and against Such as Shall in a Piratical or hostile manner, infest, invade, or ann[o]y these States; Disturb, or molest them in the peaceable Enjoyment of their Just rights and Liberties; and against all Such as Shall aid or Assist the said Enemies, In special, to Seize all British property on the Seas; and that the said owners Shall have one half of all prizes, Effects & things: which may be taken. And the Com-



mander, Officers and men, the other half, As follows The Captn Shall have Seven Shares. The first and Second Leiutnt, Master & Doctor, four Shares each. Two Masters [mates], Boatswain, Gunner and Quarter master, Mariens, Carpenters Two Shares each. Prize masters Two & half Shares each. All [illegible]esser Offices not more than One & half Shares. Privates One Share, Boys half Share. All Interprizes at Sea, or on Shore: Shall be Solely Directed by the Captain. There Shall be five Dead Shares, to be given to the Most Deserving men to be adjudged by the Committee. — If any one in any Engagement, Shall Loose a Leg or an Arm. He shall have Three hundred Dollars, out of the whole Effects taken. If any of the Company Shall Mutiny, or raise any Disturbance on board, Game or Steal, or Imbezzel on, or of any prize, whither at Sea or in port, Disobey his Officer; prove a Coward, Desert his Quarters, absent himself, without Leave of his Superior Officer for the Term of Twelve Hours, exercise any Cruelty: or inhumanity in Cold Blood: he Shall forfeit his whole Share, or Shares to the Company And more over be Liable to Such Corporal punishment as the Committee Shall think fit to inflict. The Committee Shall Consist of the Chief Commanding Officer, first and Second Leiutnt and Master. The Capt Shall have full power to Misplace Such officers as he Shall think proper. — Lastly the said Commander Officers, and men here by Enter our Selves on the Cruise for the Term of Four Months if the Cruize Shall Last so Long; or untill Sooner Dischardg —  
Dated at Stonington [January 19] 1777

#### Mens Names & Quality —

Joseph Conkling Captn —  
Nathan X Post first Leiutn  
John Belcher 2[d] Leiut  
Moses Sawyer Master  
William Jagger 1 Prisemaster  
Jsack Champlin 2 Prisemaster  
John Palmer Leutn Mariens  
Henery Gilden Sleeves Carpen  
Henery Holsey Qut maste[r]  
Peter Foster Qtr Master  
Timothy atwood Do[c]tor  
Edmond Trowbridge Gunner  
Archebal Niles Boatsswain  
Jeremiah Post  
John Wick  
Thomas Glanvill  
Zebulon Chesebrough  
William Driskill  
John Brown  
William Babcock  
John Colein  
Adin Willbor Gunners mait  
Beebee X Denisan

James Thompson  
Asa Elliott Boy  
John Vilett  
John X Dinning  
George Davol Stuard  
Thomas fish Clark  
David Mackninck 1 Sergt  
Moses Palmer 2 Sergt  
Jsack Horden Coxen  
Silvenious Wick first mate  
Joseph Webb Second mate  
William Clarke armourer  
Nathan Clarke Drumer  
Nathan foredom  
Peleg Sisson Carpenters mate  
William Middleton Boy  
Thomas Garner Boy  
Joseph Tamarage  
Cornelious Havins  
Benjamin Stannard  
Thomas Acron Bosin mate  
Abel Shalor Copper  
Jchn Jonson

Samuel Champlin  
John Brand  
Amos Babcock  
Benjamin Duvall  
Zebalon fowler  
John franklin

Dick Tuttle Negro  
Frank foster  
Jsack foredom  
Timothy frankling  
Philemon Miller  
Jack Nicols

1. John Palmer Papers, MHA. The date is approximated. Marine Lieutenant Palmer's cruise in the *Revenge* began January 22, "John Palmer's Journal of a cruise in the privateer sloop *Revenge* from Stonington, Conn., 22 Jan. 1777, cruise ending at New Bedford 22 May, 1777 – Joseph Conkling, commander," MHA. Hereafter cited as John Palmer's Journal, MHA.

#### SAMUEL CHASE TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Baltimore, January 19, 1777] <sup>2</sup>

I laid a Petition from Capt. [James] Campbell before Congress, they declined having any thing to say to it. all persons taken by the Ships of War or privateers of any State, are deemed the prisoners of such State, and are generally applied to the Redemption of their own Subjects; on the Contrary all persons taken by Continental Vessells are deemed the prisoners of the Congress & subject to their Disposal. –

The Georgia Delegates object to the Discharge of the Gentlemen, whose Cases You referred to Congress.

Unless in future all prisoners taken by Vessells of our State are detained, such of our People, as fall into the Enemies Hands, cannot be redeemed. this Subject is of Consequence & demands the Attention of your Board – Yr [&c.]  
Sam<sup>l</sup> Chase

1. Red Book, XVII, Md. Arch.

2. Date is approximated. Campbell's petition was read in Congress on January 18, Ford, ed., *JCC*, VII, 49.

#### CAPTAIN GEORGE COOK TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Hond Gent

Baltimore Jany 19th 1777

Since I had the Pleasure of seeing you last I saw one of those unfortunate men that was in the Prize Snow *George* taken by the *Camelia* a British Frigate, he made his Escape from a Prison Ship at New-York and travel'd to this Place, he informs me that the prisoners are us'd Extremely ill and no respect to Rank, that Officers and men are all tumbled into the hold together and oblig'd to dress what little provision they have allow'd themselves or it's not done at all. I have applied to Mr Chase and Mr Carrol for their Assistance to get them exchang'd, but they say its a Business particularly belonging to this State. I do not doubt was your Honorable board to write the Congress but what they would get them exchang'd as soon as Possible. there is Capt [Andrew] Glasby, and Mr Lyons his mate here were they Secur'd they might be of Service in Exchanging for the Master of the *defence* Mr [James] Cordrey and Mr [William] Carter a Midshipman – Capt [James] Campbell will wait on you, and will be able to acquaint you more fully of each Circumstance – Our men who are taken by

the Enemy are very likely to be kept as Prisoners a long time unless we fall on some method to have them exchange'd, I'm in great hopes some Speedy method will be put in Execution for that purpose

I intend for Frederick on Wednesday Morning next and doubt not but the Officers belonging to Ship will do every thing in their power to make dispatch – I shall wait on you in the time of the Assembly's being at Annapolis. I am Hond Gent [&c.]

Geo: Cook.

P. S. I have had some Conversation with Mr Jeremiah Chase relative to Snow *Geo.* he thinks a Claim good by an appeal to Congress. If you think proper you'll please to write to him Concerning said snow, and inform him of your Intention. I am [&c.]

G Cook.

[Enclosure] The names of those taken in Snow *George*. James Cordrey, Master; William Carter, Midshipman. Seamen, Alexr Stanton, John Power, Collin Brown, Alexr Nicholson, Dennis Larkens, Edward Gibbons, John Halfpenny, Patrick Cole, Timothy Kelley, the person made his escape –

1. Red Book, XVII, Md. Arch.

# PETITION OF ANDREW GLASBY TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

[Baltimore] January [19] 1777<sup>2</sup>

To the Honorable the Council of Safety of Maryland.

The Remonstrance and Petition of Andrew Glasby late Master of the Snow *George*, most humbly representeth, that some Time ago, your Remonstrant's Vessel, with all her Hands and Cargo was made Captive of by George Cooke Esqre, Commander of the Ship *Defence* of this Province. – That amongst others of the Captivated, a free Negro Man, called by the Name of Partyfall, happened among the Number, who was at that Time entered on Board your Remonstrant's Snow at the Rate of Seven Dollars per Month, in the Capacity of a common Sailor. – Your Remonstrant and Petr humbly representeth unto your Honours that he is given to understand, that when a free Negro doth not inlist or take up Arms in Defence of Great Britain against America in the present unhappy Contest, the Honble Congress have passed a Resolve, that he should have and enjoy the same Freedoms and Privileges with other Freemen of the State – Yr Remonstrant and Petitioner further sheweth unto your Honours, that such is the Custom of the Place from whence this Negro came, that the Person in whose Ship or Vessel he enters, is obliged to give Bond, with sufficient Security, under a heavy Penalty, for a safe Return of the said Negro: And to prevent Frauds it is added, that in Case such Negro should die on his Passage, the Person giving such Security shall be obliged to carry to the Place from whence he was carried or taken both his Ears. – Your Remonstrant further representeth unto your Honours that he has divers Times mentioned this Matter to the said George Cooke Esqre, and requested of him to deliver to your Remonstrant the said Negro, in Order that your Remonstrant might thereby rele[ase] his Secu-rities. – And as the said George Cooke Esqre hath altogether refused to give up to

your Petitioner the said Negro, he therefore prays your Honours Interposition therein And he as in Duty bound will ever pray &ca

1. Red Book, XVII, Md. Arch.

2. Date is approximated and based on Captain Cook's letter of the same date to the Maryland Council.

GOVERNOR CRAISTER GREATHEAD TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

(Copy.)

St Christophers 19th. January 1777 –

Sir I was favoured yesterday with your Letter of the 16th Instant, and having the Day before received one from Mr [Thomas] Warner, His Majesty's Attorney General of His Leeward Charibbee Islands, accompanied by Copies of two Letters he received from you, and of two wrote by him to you on the Subject of the Sloop *Reprisal*, also a Copy of a Case touching the same Sloop with his Opinion thereon; I am at a loss to know what legal Measures I can take for putting an immediate Stop to the proceedings you complain of within my Government, since His Majesty's Attorney and Solicitor General, on whose Advice I must rely in Cases of Difficulty, both agree in opinion, that an Armed Non Commissioned Vessel has a right to take the Ships and Vessels which are found trading contrary to the 16th of His present Majesty intitled An Act to prohibit all Trade and Intercourse with the Colonies of New Hampshire &ca However although I cannot require Mr Warner to act contrary to his own Sentiments, I shall desire him to move the Court of Vice Admiralty in Antigua to Order that the proceeds of Vessels and Cargo's taken by Non Commissioned Cruisers do remain in the Hands of the Receiver of the Rights and Perquisites of the Admiralty until His Majesty's pleasure be known, or that the Captors do give Security to refund such part as may be adjudg'd to them by the same Court in case their Proceedings shou'd be disapproved of by His Majesty. –

I shall most readily pay all Regard and Attention to whatever comes recommended by you for His Majesty's Service, and am very sorry I have received no Directions from England to regulate my Conduct with Regard to Armed Vessels.

I have the Honor to be Sir [&c.]

Craister Greathead.

James Young Esqre

Vice Admiral of the Red &c &c.

[Endorsed] No 5, 16 January 1777. Copy of Letters from Vice Adml Young to Craister Greathead Esqre Commander in Chief of St Christopher & the Leeward Charibbe Islands

1. PRO, Admiralty 1/309.

20 Jan.

CAPTAIN JOHN PAUL JONES TO COMMODORE ESEK HOPKINS <sup>1</sup>

Honored Sir

Boston January 20th 1777

I have before me yours of the 14th Current. As you must remember that no Officer in the Service hath taken more pleasure in the discharge of his duty than myself so you may now rely on my sh[o]wing a religious obedience to your Orders. The general Orders which I unexpectedly received from the Marine



Board were unsolicited; and there hath been a mistake somewhere since I find myself superseded by Capt Hinman's Commission as No 1 – I am not however uneasy but shall rest satisfied until the matter is coolly explained – Colo Tillinghast writes me that an action is entered against me for £10,000 – on account of the concerned in the *Eagle* Privateer – It hath been insinuated to me though not in plain terms that you have disavowed the express orders which you gave me repeatedly at Newport respecting my conduct in that matter – but as this seems highly improbable I will not believe it without the strongest proof – However if you are not fully determined to justify my Conduct I must request you to signify it to me as soon as possible – that I may not be unprepared for my defence as I understand that the cause comes on in Providence the first Monday in next Month – When there is any enterprise intended wherein I can render acceptable service to America, no man will step forth with more alacrity than myself – in the mean time it is proper that I inform you of my desire to go on a Visit to New Hampshire with Capt Bradford and a party after my Accounts are settled here.

I have the honor to be, Sir [&c.]

Jn<sup>o</sup> P Jones

N.B. As Mr Southouse waits on you himself he w[ill no] doubt give the account of the returned to him which you require – W[hat]ever they are they were not delivered by my Order or with my knowled[ge] as I had previously taken leave of the Ship to proceed to Dartmout[h]

1. Harbeck Collection, HUL.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 20 Jany 1777 [A. M.]

Order'd That the Commissary deliver Doctor Haven such Surgeon Instruments as he shall want belonging to Sloop *Republic* –

Voted That Doctr Haven apply to Mr Jasper or some other Person to make him such Instrumts as he shall still want after receiving those order'd from the Commissary –

1. Mass. Arch., vol. 148, 120–21.

#### MASSACHUSETTS BOARD OF WAR TO JACQUES GRUEL & CO., NANTES <sup>1</sup>

[Extract]

Gentn

War Office, Boston Jany 20th 1777 –

The Board of War for the State of Massachusetts-Bay having enter'd into Contract with your Mr Pliarne, (Copy of which he now forwards you) to supply them with a Quantity of warlike Stores & such other Articles as they may require to the Amount of Eighty Thousand Pounds Sterling; & Mr Pliarne having agreed that you Gentlemen, should accomplish the Business at Nantes, we inclose you Memorandum of the Articles we want, and which we earnestly request may be ship'd with all possible Dispatch from your Port. And as the Fire Arms are most necessary we pray they may come first & the other Articles in as quick Succession as may be –

This will be handed you by Capt [Nicholas] Bartlett <sup>2</sup> Master of our Brig *Penet*, & inclos'd are Invoice & Bill of Lading of her Cargo, which we doubt not



your care in disposing of to the best Advantage This is the first Vessel we send in part of our Contract, and we beg you'll return her with all possible Dispatch, putting in her a proportion of the Articles for which we write making Insurance upon them, & every other Article you may ship us from France.

In a few Days our ship *Versailles*, Joseph Chapman Master will follow for Nantes loaded with Logwood & Mahogany which we hope will make you a tolerable remittance – we have other Vessels ready to sail for the southern States on this Continent, by which we shall send considerable Cargoes of Rice & Tobacco from thence to your Address – We shall also from time to time advance such Monies to Mr Pliarne (something of this kind we have already done) as he shall have Occasion for, & take every other possible Method of speedily fulfilling our part of the Contract. – It would be very pleasing to us to have a considerable part of the Goods in our Memorandum, shipt to us in French Bottoms, clear'd out for St Peters – In this Way we think the Risque will be much lessen'd & that it would be a very agreeable Introduction of your Vessels to our Ports: <sup>3</sup>

Introduc'd to Gentlemen of your Character by our Good Friend Mr Pliarne, we flatter ourselves that our Connection with you will be happy – that our Business will be conducted to mutual satisfaction – & that you Gentn will have the pleasure of reflecting that in your Sphere you have contributed to the Establishment of Freedom, & Independance in America, from which you as Individuals as well as the whole Kingdom of France, will derive the most permanent Commercial Advantages – We are respectfully, Gentn [&c.]

By order & in behalf of the Board of War

Sam<sup>l</sup> Phps Savage Prest

P. S. . . . As the Channels of Intelligence from Britain are much obstructed and the Plans of our Enemies seldom known till the Moment of Execution, the English News Letters, Parliamentary Debates, Magazines, & such, like Periodical Papers, as also the interesting European Intelligence by every Vessel bound to this State, will render us the most essential Service –

We have under our Direction a large number of Masts intend'd for the Royal Navy, but have no Vessels at present suitably large to send them to your Market; Would it not be possible for you to procure a Ship of sufficient Force from France to carry them? – perhaps the Ministry of France mig[ht] think this an Object so worthy their Attention, as to adopt some plan of getting them safely to your Ports –

[Enclosure]

Memo of Articles wanted by the Board of War, which was inclos'd to  
Messrs Jacques Gruel & Co –

20,000 Good Effective Fire Arms, *des Fusils letique le Sieur Coule[vue] nous a Apportes, pour Eschantillons, avec leur Bayonettes et Bayatt[e] defer a bouton.* –

30 Brass Feild Peices 4 & 6 pounders

1000 Barrels Powder – 150 Tons Bar Lead

300,000 Flints – 10 Tons German Steel –

40,000 four point Blankets –

70,000 yards Woolen for Cloathing for 20,000 Men at or about 4 Livres Tournois,  
not exceeding 5 – Hooks, Eyes, &c. &c –  
132,000 Yards coarse Linnen for Soldiers Shirts at or about 1½ Livres pr Yard with  
Thread & Buttons –  
20,000 Soldiers coarse Hatts –  
3,000 peices Ravens-Duck for Tents –  
40,000 pr Mens Shoes, strong & fit for Soldiers –  
40,000 pr White Stockings ½ Linnen, ½ Woollen –  
50 Bolts Ticklenburgs –  
20 Tons Cordage from 1 to 5 Inches –  
Medicines & Surgeons Instruments as pr Invoice –<sup>4</sup>  
100 Boxes Tin *Ferblance* 1/3 x ore dune *Qualite le plus excisse* –  
20 peices white Flannel for Cartridges –  
2,000 pounds Twine – 50 doz Codlines –  
5,000 Gun-Locks with what the English call good Bridles –  
An Assortment Files value £200 –  
Ditto of Nails £750 –  
Borax £100 –  
60,000 Yards Brown Russia Drilling for Waistcoats & Breech[es]

1. Mass. Arch., vol. 151, 19–24, 44, Letters from the Board of War, 1776–1780.
2. The care taken to assure the arrival of at least one copy of this important letter, is indicated by a notation, reading: “Origl by Capt Bartlet Copy by Capt Chapman Dupli[cat]e by Capt Adams Fourth by Capt Clarke Fifth by Capt Carver.”
3. At this point in the letter, and for French consumption, the Board of War gave the Nantes merchants an optimistic review of the military situation in America.
4. Five page invoice of the medical and surgical supplies, naming each individual drug and instrument.

#### DIARY OF WILLIAM JENNISON<sup>1</sup>

1777

Jany 8. I set out for Mendon  
Jany 11 I passed on to Boston put up at Colo D Brewers –  
14 I entered as a Volunteer on board the Frigate *Boston* Hector  
McNeil Captain –  
20 The Ship was hauled into the Stream in order to keep her Crew  
on board –  
Note The Ship rode in Boston Harbour until May.

1. William Jennison Diary (1775–80), LC.

#### COMMODORE ESEK HOPKINS TO NATHANIEL SHAW, JR.<sup>1</sup>

Warren, in Providence River

Sir

Jany 20th 1777 –

Please to pay the bearer Mr Samuel Lyon my Secretary; all my part of  
Prize Money in your hands, (which is One twentieth of the Captors part) –  
And his receipt Shall be your discharge for the Same, from Sir [&c.]

Esek Hopkins

Nathaniel Shaw Esqr Agent for the Continental Fleet at New London

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 4, NLCHS.

*New-York Gazette*, MONDAY, JANUARY 20, 1777

New-York, January 20.

The Ships of War are daily sending in Prizes. There is an immense Number at present in this Harbour, and some of considerable Value. Several of them are laden with Ammunition and military Stores.

By a Person just arrived from the northern Parts of this Province, we are informed, that the two Frigates of 24 Guns each, long since ordered by the Congress to be built at Poughkeepsie, are launched and rigged, but not manned.<sup>1</sup>

The Ship *Lord North*, Capt. Ross, arrived here Yesterday from Antigua, and brought in with him a Brig from St. Martin's, bound to Philadelphia, with Salt and Dry Goods.

1. Continental frigates *Congress* and *Montgomery*.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Philadelphia] January 20th, 1777.

An order from drawn on Mr. Nesbitt in favour of Capt. John Hazlewood, for 800 Dollars, being the Bounty Money for 80 men.

1. *Pennsylvania Colonial Records*, XI, 95, 96.

#### PETITION OF CAPTAIN JAMES CAMPBELL TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Baltimore, January 20, 1777] <sup>2</sup>

To the Honourable Council of Safety for the State of Maryland –

The petitioner of James Campbell of Baltimore-Town humbly Sheweth –

That your petitioner made several Cruizes, in the privateer *Enterprize*, against the Enemies of the United States; That your petitioner sent into the United States, upwards of One hundred prisoners; many of whom have since entered into the Service of the States, – That your petitioner always treated his prisoners with humanity; and with consent of his Owners, Sufered the officers belonging to the several prizes, by him taken, to go at large with all the money, and property belonging to themselves Which he believes, was the General custom of American Cruisers; That Mr James Belt, Lieutenant to your petitioner, had the Misfortune of falling into the hands of the enemy, and after being most cruelly cut, and hack'd, in a Scuffle, when taken, And so miserably defaced, that scarce any of the human figure remain'd, was thrown on a chest among the common men on board the *Nautilus* Man of war, that he is now at New-york with three of his crew, confined on board of a small ship with three hundred other wretches, without cloaths, or Necessaries for their existence; and wishing for the last consolation of the Unfortunate, death itself; – That your petitioner sent into this State; one Pigot a midshipman, belonging to the *Galatea* Frigate, and One Horn, a mate, belonging to the *Camilla* Frigate, also a frenchman who says he is an Ensign, in the Royal Regt of Americans, now in Canada; That your petitioner humbly hopes, that your honourable Council will exchange the above prisoners, or some other person, or persons, for the Unfortunate Mr Belt, and his miserable Crew, That your petitioner laid a petition to this purpose before the Congress; and was told that it

was reasonable, and that the prayer of it ought to be granted, but that it was more immediately the Bussiness of this State Recomending it to your Consideration, your Petitioner shall ever pray!

James Campbell –

1. Red Book, XIII, Md. Arch.
2. The date is approximated. The Journal of Congress for Saturday, January 18, 1777 included a crossed-out entry reading: "A petition from Captain James Campbel was read praying for leave," Ford, ed., *JCC*, VII, 49. Lieutenant Belt was prize master on board the snow *James*. Her crew rose, retook the snow, and turned Belt over to the tender of H. M. Sloop *Nautilus*. See Volume 6.

JOURNAL OF H.M.S. *Preston*, CAPTAIN SAMUEL UPPLEBY <sup>1</sup>

January [1777] Cape Henry West 2 Leagues.

Monday 20 at Noon came to an Anchor

Clear weather, mann'd & Armed the Barge & Pinnace & sent them to chace a sloop which the[y] boarded she proved from St Eustatia to Virginia,<sup>2</sup> sent a Lieut & 25 Men in the Sloop to proceed with the *Brune*, after a ship which had run in Shore, which they took, she proved to be the *Farmer* from Maryland bound to France with Tobacco.<sup>3</sup>

1. PRO, Admiralty 51/720.
2. The sloop *Batchelor*, William Seon, master, with rum, salt and dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
3. *Ibid.*, the ship *Farmer*, Benjamin Dashiell, master, from Baltimore.

JOURNAL OF THE MASSACHUSETTS BRIG *Tyrannicide*, CAPTAIN JOHN FISK <sup>1</sup>

Remarks on Monday 20 Jany 1777

Light wind fair weather my Crew petitiond to go home observed that there time was out, thought hard to be kept any longer Hoisted out the Boat sent on board the prize and bent new Sails the Prize Master taken Sick sent the 2d Lieut on board as Prize Master

Course

Lattd in 17.5

North

Longd in 58.34 W

Moderate breeze of wind our boat came on board we gave our prize three Cheers and parted tack ship at 4 P M. the people assembled at the Cabin door and demanded what I was going to do & whether I was going home my answer was I was not accountable to them, they told me that there was not provision to stay any longer I answerd I should not come to them to know how long I should stay, they then told me that there time was out & that they would not do any duty. I orderd them away they insulted me with their language I struck two of them they all went forward calling on one another to sign a paper or Round Robin as they calld it not to Obey any Command or do any duty unless I would go home, gave me and the Master much ill Language which I was obligd to pass by for I was afraid that if I went to punish them what the consequence might be. This is the substance



of what passd between Capt Fisk & some of the Crew to the best of our knowledge on board the *Tyrannicide* Jan'y 21. 1777

John<sup>a</sup> Harraden Ivory Hovey Benjn<sup>n</sup> Moses<sup>2</sup>

1. John Fisk Journal, AAS.

2. The account of the near mutiny concludes the journal. *Tyrannicide* returned to Salem early in February. See *Independent Chronicle*, February 20, 1777.

21 Jan.

JOHN LANGDON TO THOMAS CUSHING<sup>1</sup>

Dear Sir

[Portsmouth] January 21. 1777 –

Your favour of the 16th Instant is now before me by which you are Ordered to build a 74 Gun Ship in which I wish you prosperity – Ive received no such orders but expect it soon I'm getting some Timber on the best Terms I can about 4 dollars P Tonn some less, the hawling such I'm afraid I shall not get it have not made any Contract as yet am undetermined how to proceed cannot form any Idea where the materials are to come from, I thank you for your Congratulation, am verry unfit for the Station<sup>2</sup> in which my Country has placed me but shall endeavour to keep good Conscience by doing my best, the old saying all that we can expect from a Cat is her skin – With all due respect I am [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. Speaker of the New Hampshire House of Representatives.

CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE<sup>1</sup>

Gentlemen,

Boston 21st January 1777.

Inclosed you have Copies of my Letters from the time of my departure on the late Expedition from Rhode Island down to the 12th Current. I am now to inform you that by a letter from Commodore Hopkins dated on board the *Warren* January 14th 1777, which came to my hands a day or two ago, I am Superseded in the Command of the *Alfred* in favor of Captain Hinman, and Ordered back to the sloop in Providence River, whither this Order doth or doth not Supersede also your Orders to me of 10th Ult<sup>o</sup><sup>2</sup> you can best determine, however as I undertook the late Expedition at his request from a Principle of Humanity, I mean not now to make a difficulty about trifles especially when the good of the Service is to be consulted. As I am unconscious of any Neglect of duty or misconduct since my appointment at the first as Eldest Lieutenant of the Navy, I cannot Suppose that you can have intended to Set me aside in favor of any Man who did not at that time bear a Captains Commission, unless indeed that Man by exerting his Superior Abilities hath rendered, or can render more important Services to America, those who Step't forth at the first in Ships altogether unfit for War, were generally considered rather as frantic than as Wise men, for it must be remembered that almost every thing then made against them, and altho' the Success in the affair with the *Glasgow*, was not equal to what it might have been, yet the blame ought not to be general, the Principal, or Principals in command alone are Culpable and the other Officers while they stand unimpeached have their full



Merit, there were it is true divers Persons from misrepresentation put into Commission at the beginning without fit Qualification, and perhaps the number may have been increased by latter appointments, but it follows not that the Gentleman or Man of Merit should be Neglected, or overlooked on their Account, none other than a Gentleman, as well as a Seaman both in Theory and in Practise is qualified to support the Character of a Commission Officer in the Navy, nor is any Man fit to command a Ship of War, who is not also capable of communicating his Ideas on Paper in Language that becomes his Rank, if this be admitted, the foregoing Assertion will be sufficiently Proved but if further Proof is required it can be easily produced.

When I entered into the Service, I was not actuated by Motives of self interest. I stept forth as a free Citizen of the World in defence of the Violated rights of Mankind, and not in Search of Riches whereof I thank God I inherit a Sufficiency, but I should prove my degeneracy were I not in the highest degree Tenacious of my Rank and Seniority, as a Gentleman I yeild this point up only to a Gentleman of Superiour Abilities of superiour Merit, and under Such a Man it is my highest Ambition to learn.

As this is the first time of my having Expressed the least Anxiety on my own Account, I must entreat your Patience untill I account to you for the Reason which hath drawn from me this Freedom of Sentiment, It seems that Captain Hinman's Commission is No 1, and that in consequence he who was first my Junior Officer by Eight, hath expressed himself as my Senior Officer, in a manner which doth himself no honor, and which doth me signal Injury, there are also in the Navy [those] who have not shewn me fair Play after the Services, which I have rendered them, I have ever been blamed for the Civilities which I have shewn to my Prisoners, at the request of one of whom I herein inclose an Appeal, which I must beg you to lay before the Congress, could you see the Appealants accomplished lady, and the three Innocents their Children Arguments in their behalf would be unnecessary, as the base minded only are capable of inconsistencies, you will not blame my free Soul which can never stoop where I cannot also Esteem.

Could I, which I never can, bear to be superseded I should indeed deserve your contempt, and total Neglect, I am therefore to entreat you to Employ me in the most enterprising and Active service, accountable to your honorable Board only for my Conduct, and connected as much as Possible with Gentlemen and Men of Sense.

When I was fitting out for my late expedition at Rhode Island, the concerned in Privateers Invigled away the Seamen so fast that Commodore Hopkins repeatedly gave me express Orders that whenever I met with a Privateer, I should cause her to be strictly searched, and if I found a single Man belonging to the Fleet I must take out all who had deserted and as many more as I thought proper so that I left a number barely sufficient to Navigate the Vessell into Port.

In consequence of this Order I sent my Boat to examine the Privateer Schooner *Eagle* in Tarpawling Cove, and finding two Men belonging to the Fleet, and two more belonging to the Rhode Island Brigade, concealed in Such remote parts of the Vessell that my Officer was Obligated to break open a bulkhead before he could come at them, I took them with Twenty others on board the *Alfred* and

proceeded. To my great Surprise I have now received a letter from my Attorney Colo Tillinghast of Providence informing me, that an Action hath been entered against me there, by Samuel Aborn and the concerned in the Privateer for Ten Thousand pounds Lawful Money, altho' the Vessel was then inward bound, but what is truly Astonishing is, that the Commodore (as I am Informed) should prevaricate in the Matter because forsooth the Order was not given in Writing, I do not apprehend that he means to Justify me in it, however be the consequence what it will I glory in having been the first, who hath broke thro' the Shameful Abuses which hath been too long Practised upon the Navy by Mercenaries whose governing Principle hath been that of Self Intrest. Colo Tillinghast hath entered an Action against the Owners of the Privateer, in behalf of the Continent for the same sum, and the first Monday of next Month this important Cause is to be determined.

One of my Prizes with Coal from Cape Briton got into Rhode Island, and was retaken after standing the fire of three of the Enemies Ships, another of the Coal Ships was retaken, and carried to New York by the Frigate that chased the *Alfred* on the Edge of St Georges Bank, but it doth not appear that she retook the *John*. The *Active* and *Mellish* are safe at Dartmouth, the *Kitty* is in this Port, so that the *John* and One of the Coal Transports, are the only Prizes whereof we have not had an Account, the first Frigate that chased me in the *Providence* was the *Solebay*, that within the Isle of Sable was the *Milford*.

I am now employing myself to settle the *Alfred's* and *Providences* Books and pay off the Men whose term of Entry is expired, when I have the honor of hearing from the Board, I must request that the Letters may be forwarded thro' the hands of Messrs [Abraham] Livingston and [William] Turnbull of this City, meantime I have the Honor to be with great Respect and Esteem. Gentlemen [&c.] The Honorable The Marine Board.<sup>3</sup>

1. Papers of John Paul Jones, 6538-41, LC.

2. See Continental Marine Committee to Captain John Paul Jones, December 10, 1776.

3. Jones sent this letter enclosed in one to Robert Morris stating: "I must intreat you to look over and lay before them [Marine Committee] or not as you may Judge most Expedient." He also asked Morris to give a copy to Joseph Hewes, Papers of John Paul Jones, 6542, LC.

#### JOURNAL OF H.M.S. *Renown*, LIEUTENANT ROBERT DEANS <sup>1</sup>

January 1777                      Moor'd in the Narhighgaset Passage, Rhode Island. -  
 Tuesday 21st                    The Longboat in coming round the No end of Connanicut  
    Island was attack'd by some Reble boats, which she beat off

1. PRO, Admiralty 51/776.

#### JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN <sup>1</sup>

January 1777                      Moored off the Town of New York  
 Tuesday 21st                    at 2 PM made the Signal for all petty Officers  
    Mod & Clear Wr At 5 PM the Alarm was given that some  
    part of the Town was on Fire hoisted the Boats out and sent  
    Officers & a party of Seamen with Bucket[s] and the Fire En-  
    gine ashore, had every thing in readiness to haul the Ship out

into the Stream At ½ past 10 the Officers & Seamen returned onboard the Fire being extinguished.

1. NMM, Admiralty L/E/11.

*Pennsylvania Evening Post*, TUESDAY, JANUARY 21, 1777

Deserted, the 15th of January, four marines belonging to Captain Samuel Shaw's company, from on board the *Randolph* frigate, lying at Fort-island, viz.

Philip Mulholand, five feet five inches high, dark brown complexion, a weaver by trade, and about twenty-seven years of age.

Neil Faran, five feet five inches and three quarters high, brown complexion, black hair, full faced, and well made.

John Clements, five feet six or seven inches high, brown complexion, black hair, twenty-two years of age, and a taylor by trade.

Thomas M'Nemie, five feet six or seven inches high, brown short hair, brown complexion, down look, and twenty-seven years of age.

January 18th. Edward Rowin, a landsman, about five feet eight inches high, pale complexion, and about twenty-five years of age.

Henry Spear, a marine, about five feet eight inches high, remarkably squint eyed, sandy hair, fair complexion, lusty built, about twenty-eight years of age, and plays the fife tolerably well.

Edward Higgins, a landsman, about five feet nine inches high, stout built, pitted with the small pox, brown complexion, and American born. All the rest are Irishmen.

The above men were well cloathed. Five Pounds reward will be given for each of them, or Thirty Five Pounds for the whole of them, on their appearance on board the *Randolph* frigate, or if secured in any of the jails of Philadelphia.

Nicholas Biddle

#### CONTINENTAL MARINE COMMITTEE TO COMMODORE ESEK HOPKINS <sup>1</sup>

Sir,

Baltimore Jany 21t 1777.

As we are informed that the Enemies Fleet and Army have orders to leave Rhode Island, if this proves true, you are hereby directed to fit for Sea the Continental Frigates, *Warren*, and *Providence*, with all possible Expedition; and order them to proceed, forthwith, to cruise upon the Enemies Ships of War that are now interrupting the Commerce of the United States from the Harbour of New-Port to the Capes of Virginia. And they are to take, burn, sink, or destroy all such of the Enemies Vessels as they shall fall in with. The other Continental armed Vessels, that are in your Port, you will order to proceed to Sea, and do their best Endeavour to intercept Supply Ships that may be coming to the Enemy at New York —

You will please to see that the Wages are duly paid to the Seamen, and that the Prize Money due to them, be paid to them by the Agent as punctually as Circumstances will admit, to prevent Murm[urs] among the Seamen. We have heard some Complai[nts] for Want of Attention to the Seamen, which induces

us to mention it to you. — We wish to hear from you as often as possible, and are,  
Sir [&c.]

By order of Marine Comm[ittee]  
John Hancock Chair[man]

Essek Hopkins Esqr Commanding the Continental Navy —

[Endorsed] On Publick Service Free

To Esek Hopkins Esqr Commanding the Continental Navy At Providence Or  
Elsewhere.

1. Hopkins Papers, RIHS. A copy is in Marine Committee Letter Book, 50–51, NA.

# WILLIAM WHIPPLE TO JOHN LANGDON <sup>1</sup>

[Extract]

Baltimore 21st Jany 1777

. . . I was in great hopes you would have had guns from Connecticut for the *Raleigh*, but you say you have no prospect of them — no answer has been received from Governor Trumbull, on that subject though I have long expected it. I am doing every thing in my power to procure them here and if my endeavors had not been so often baffled should think I had a fair prospect of success — I hope you are going on with preparations for the 74 — our removal hither has disconcerted matters so that I have not been able to procure the dimensions but expect them from Philadelphia every day: in the mean time I hope the timber will be procured and every other necessary that you can collect and I hope by the time this reaches you the vessels I mentioned in some of [my] former letters will be on their passage here for iron &c . . .

1. William Whipple Papers, Force Transcripts, LC.

# BILL OF CAPTAIN WILLIAM HALLOCK AGAINST THE PRIZE BRIGANTINE *Mary Ann* <sup>1</sup>

State of Maryland Baltimore County to wit

To the honourable Benjamin Nicholson Esquire Judge of the Court of Admiralty erected by the honourable Convention of Maryland to take Cognizance of and determine the Propriety of Captures of Vessels, brought into the State of Maryland, pursuant to the Resolves of the honourable Continental Congress.

The Bill of William Hallock Esquire Commander of the continental Ship of War called The *Lexington* duly commissioned under the honourable Continental Congress, who, as well for himself as the Officers, Mariners, Seamen and all others belonging to and concerned in the said Ship in this Behalf prosecuting, in all humble Manner sheweth, That the said Ship was fitted out, equipped, victualled and armed at the Expence of the united States of America, and the said William Hallock; being duly commissioned, authorized and appointed with his Officers, Mariners & Seamen on Board the said Ship to cruize and sail on the high Seas, did, on the twelfth Day of December in the Year of our Lord one thousand seven hundred & seventy six, within the Jurisdiction of this Court, discover on the high Seas, pursue, apprehend and as lawful Prize take the Vessel a Brigantine called *Mary Ann* commanded by Anthony Gilchrist Burthen about two hundred and fifty Tons together with her Apparel, Tackle, Furniture and Cargoe belonging to a Subject



or Subjects of the King of Great Britain – And the said William Hallock doth further shew that the said Brigantine *Mary Ann* at the Time of the Capture aforesaid and long before and the Tackle Apparel, Furniture and Cargoe of the said Brigantine did belong to the Subjects of Great Britain not residing in or being Inhabitants of the Bermudas, [New] Providence or Bahama Islands – Wherefore the said William Hallock prays this honourable Court that the said Brigantine called *Mary Ann* with her Tackle, Apparel, Furniture & Cargoe may be adjudged and condemned as forfeited to the Use of the Captors thereof and those concerned in the said Ship called The *Lexington* according to the Resolutions of the honourable Continental Congress in that Behalf made & provided.  
Baltimore Town    Jan'y 21st 1777. –

J<sup>o</sup> To<sup>r</sup> Chase pro Libellants

1. Admiralty Court Papers, Box 1, Folder 9, 1776–1781, Md. Arch.

LIBEL FILED IN MARYLAND ADMIRALTY COURT AGAINST THE PRIZE BRIGANTINE  
*Mary Ann* <sup>1</sup>

January 21, 1777.

Port of Baltimore } To all whom it may concern – Notice is hereby given, that a court of admiralty will be held at the court house in Baltimore Town, on Monday the 10th day of February next at 10 o'clock in the forenoon, then and there to try the truth of the facts alledged in the bill of William Hallock, Esq; commander of the Continental ship of war called the *Lexington*, who as well in behalf of himself, as the officers, mariners, seaman, and all others belonging to, and concerned in the said ship, against the brigantine called the *Mary Ann*, her tackle, apparel, furniture, &c. lately commanded by a certain An[thony] Gilchrist – To the end that the owner or owners of the said brigantine, or any person concerned therein, may appear and shew cause (if any they have) why the same should not be condemned according to the prayer of the said bill.

William Gibson, Register.

1. *Maryland Journal*, January 25, 1777.

JOURNAL OF H. M. SLOOP *Badger*, LIEUTENANT CHARLES HOLMES EVERITT <sup>1</sup>

January 1777	Salt Key SWbW nearest part of Turks Island WbN 3 or 4 Leagues
Sunday 19th	P.M. . . . Saw a Sail in Shore, sent the Boat in Shore towards the Vessel with an Officer and 5 Men    Fresh Breezes & Clear Wr
Monday 20th	8 A M the Boat return'd    saw two Sail to the Southwd    10 Fir'd three Swivels to bring a Sloop Too, she came from Nantick to this Island for Salt, sent three Men on board her to Carry her to Jamaica. At 1 P M Came to Anchor at Turks Island in 7 fathm . . . found a Brig Lying here at Anchor, bound for New York, Lading with Salt, sent an Officer and two Men on Board her for Jamaica.    at 10 P M Saw three Sail    hove up and gave Chace to the WNW

Tuesday 21st

1 A M Fir'd 10 Guns at the Chace, His Majs Schooner *Porcupine* in Chace of the Sloop, at Noon brought her Too, she came from Cape Francois bound to Baltimore Lading with Salt

Modt fine Weathr hoisted our Boat out, sent her on Board the Prize Sloop at 5 P M sent two Men on Board the Prize Sloop to Convey her to Jamaica, our three Prizes in sight, the *Porcupine* in Sight,

1. PRO, Admiralty 51/78.

22 Jan.

JOHN LANGDON TO CAPTAIN JOHN MANLEY <sup>1</sup>

Sir

[Portsmouth] January 22d 1777 –

Your fav. of the 1st Inst Ive received by which I find you have obtained your Guns which gives me pleasure that some of our Ships are like to get out – I hope those Guns are not the Guns which were ordered by Congress for this Ship as Iv'e just received a Letter informing me that they expect Iv'e the Guns from Connecticut which had been ordered for me sometime those ordered for me are Twelve Pounders Nine's will not do for us; The *Raleigh* I take it will be able to carry 12 Pounders as any Ship in the Navy, therefore the Recommendation for 9 Pounders won't do – With all due Respect [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO JOHN HANCOCK <sup>1</sup>

Sr

Portsmouth. Jany 22d 1777

This will be handed you by Capt [Samuel] Tucker or Capt [Daniel] Waters, both of whom, Set off immediately for Baltimore, these gentlemen have Comanded two of the Continental Schooners and tho' Iv'e but little Acquaintance, with them, yet their known good Charectar, and the Services they have done the States in takeg so many valuable prizes, no doubt will meet the approbation of the Honbl Marine Committee –

The letter from the Honbl Committee of the 10th Decm. (by which I see Capt Thomson [Thomas Thompson] is order'd to Sea) Convinces me that Several of my former letters have Miscarried, upon which I tho't it Necessary to Send off Some Person on purpose, that I might be Certain that the Honbl Committee k[n]ew the Situation of my business, but, as that would be expensive and those gentlemen going up, who have kindly offer'd to Bring any money &c that I might want or Transact any other Matters made me Conclude to Send by them

I now must beg the Patience of the Honbl Committee while I Remind them, of what I wrote in a number of letters (to them) and to Colon Whipple, (who no doubt Communicated the Matters) from April Last – The Ship *Raleigh* was Raised in March, Launched Compleated to the gunwale; graved fit for Sea, abt the 21st May last, before which time every Mast and yard were Compleat to go on and, all Her Riggg Compleatly fixed even her gun takes [tackles] were Rove; as to her Sails they were not made untill some time after, for the want of Canvas, but

could the guns have been procured for her at that time, I could have had the Sales of almost all the vessells in the River, to fit her out, but, this Step was unnecessary while there was no prospect of guns, — the whole of her Carriages were ready the day she Launched, all to puting them together, which cannot be done without the guns — her full Complemt of hands at least three quarters Seamen Stood ready to go on board, in forty eight hours — Such was the Situation of this Ship and as I wrote the Honbl Committee at that time, she might, (could we have had the guns) have gone to Sea Compleatly built in the best manner. Vittualled and well maned by the first day of July followg, which would have been in less than four months from the day she raised — I do not mean to take the Whole Credit to myself by any means, but by the kind Assistance of every workman, and indeed of every person, who could give any Assistance, I was able to give the greatest dispatch tho' I hope I may say with out boastg that I'm tolerably well Acquainted with ship matters — these are facts which cannot be Contradicted not even by my worthy Friend at Providence

the Honbl Committee have been fully inform of what has happend since Respectg the guns at Providence, therefore shall not Repeat. — When Capt [Nathaniel] Falconer, was here he inform me that the guns at Connecticut was ready for the ship *Trumble* [Trumbull], but as he tho't she would not get out, I [illegible] Recommended my haveg the guns for Capt Thompson; I immediately wrote to Coloni Whipple to inform the Honbl Committee, and desired to have them order'd for this ship — Capt Falconer also told me he would write the Honbl Committee, and when he got back would mention the Necessity of haveing them guns, here, — I soon after sent to govenor Trumbul, abt the guns Desireg he would furnish them if Possable. I Recd a Polite letter from that gentleman, informg me that the guns which were for their ship, was Deld the Agent, Mr Dean [Barnabas Deane], and from the Sutuation of the furnice he could not promise the guns, — abt this time I Recd a letter from Coloni Whipple in which he mentiond, that the guns at Connecticut were order'd or Recommended for the *Raleigh*, which made me think that I was sure of them, immediately Desire'd Capt Thompson to proceed to Boston or even to Connecticut, to See after them and have them hawled by land. when he got to Boston he found that Mr Dean the Agent at Connecticut had been there, and that one Mr [Richard] Derby who was imployed to get guns with Capt Manly, had Agree'd with Mr Dean for all the twelve pounders he had; for Manlys ship, at a Certain price and Commission — and that no guns were left for us axcept those which are improper Size; This appeared to Me to be Strange Sort of Conduct. that after the guns had been order'd for me, (and the property of the Contin[e]nt) should by the influence of either Agents or Captains be appropriated another way, at a Certain price, with a Commission, as I understand the Matter from Boston, — by all which the Honbl Committee will See that the *Raleigh* is without guns or any prospect of them, unless we can get them Cast at Massachusetts by takeing the pig Iron Ballast out of the *Alfred*, for that purpose, which Capt Thomson, who is now at Boston is endeavouring to effect. —

It is a Matter of great Concern to me to See this ship in this Situation, her bottom intirely foul and must be Cleand before going to Sea, the most part of

her men left her, Seeg no prospect of guns, much Provision &c expended, the whole of her Ballast, Water, wood, Shot, and all Stores must come out in order to Clean the Ship before going out. when I think of the pains Iv'e taken to get this Ship Dispatched the great Prospect I had of it, and the Disappointment Ive met with in the guns, after being at much expence and leaveing no Stone unturned, to procure them, and all in my opinion oweing to the influence, and unfair dealings of Some people employed in Publick business, and to think that after all the first ship ready (by at least Six months if not Eight) should be the last Served, is I confess the most humiliateing Circumstance of my life – I Humbly Submit this matter [to] the Honbl Committee and shall go on to do my best to get her guns –

Capt Roches ship has been raised Some time, the whole of her timber Cut and hewed in the woods Six weeks but the hawlg has been Such that it has been impossable to get the Timber in – but I hope soon to give her Dispatch – by virtue of a letter from Colonal Whipple, I am Cuting and Procureing large Parcel of timber and plank, &c. for the Seventy four. the Dementions and order for which, I hope Soon to Receive Inclosed is Sketch of the Honbl Committee Acct Curret by which they'll See the Necess[i]ty of my haveg a Considerable Sum of money Sent for the use of the Several vessells which I hope will come immediately by the Bearer's or Some other way or the business will be Retarded, Iv'e got the Iron for Capt Roche's Ship, but shall want forty or fifty Tons for the Seventy four gun ship – the Honbl Committee will See by the Acct that Iv'e no money in my hands; and that for to Compleat the *Raleighs* bills (which never can be done, till the guns are on board, and the men enter'd) for Capt Roches Ship Timber plank Iron, Labour, Cordage Sail Cloth, guns, which we are procureing, with all Stores, for Procureg Timber, Plank, Masts, &c for the 74, all which might be done this winter, will amount to very large Sum of money (without which it will be impossable to go on with Dispatch) which the Honbl Committee will please forward on in part, as soon as may be, as Iv'e great Number of Carpenters and other Tradesmen at work who must be paid every fortnight or three weeks, besides the Cost of materials Iv'e Advanced what little Stock of money I had already for the Service – I beg leave to Congratulate the Honbl Committee on the glorious Success of our Arms, every person seems to have new Spirits, and ready for Action –

with all due Respect I have the Honour to be [&c.]

John Langdon

P.S. The Captors of Ship *Royal Exchg* prize have been pd off some time past Honble Jno Hancock Esqr

President of the Honble Marine Committee –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN BRADFORD TO ROBERT MORRIS <sup>1</sup>

[Extract]

Boston 22d Janry 1777

. . . I was determined to have bot the *Esther* on our Joynt Accot but the order I receiv'd from the Secret Committee prevented, and I purchased her for Accot of the Continent for one third her value – I informd that Honble



Committee in my last that I had bot the Brig *Tryton* with four hundred twenty Teirces Extreem fine Salmon on board, and tho this is a private letter I beseech you Sir I may have orders how to dispose of her & what to fill her up with, I suppose she will stow from 150 to 170 Casks flax seed —

I plainly perceive I shall soon be in want of money for being Centrally plac'd between New hampshire & Rhod Island States, I have great & frequent calls for what is not to be obtaind but with Cash, I have paid off the *Cabot* — am now paying off the *Alfred*, and have supply'd Mr [Thomas] Cushing with £1300 — All the *alfreds* [*sic Mellish's*] Cargo, with a very considerable part of the *Livelys* being sent forward, and the great purchase Messrs [Abraham] Livingston & [William] Turnbull have made, for which I shall take their drafts will scarcely leave me money sufficient to pay off the Captors, I take it nothing will affect the Credit of the Continent more than the want of money in public offices, it will rejoyce the hearts of our adversaries, when I first had the honour of coming into Office, after advancing all my own money I borrowed a considerable Sum of those who were warm in the great Cause, and the credit of the Continent was not Injured — I hope I shall not be obliged to do the like again — at present we have no prospect of any prizes — as I know not of a single Continental Cruiser out

Capt Hinman arriv'd a few days ago with a Commission for *Alfred* and orders from Comre Hopkins to alter her — he proposes to get it done rather different from what Capt Jones proposed, which will [be] less expensive, I am Sorry to find that Gentleman is not provided for as I think him to be a sensible discreet Capable Man — ~~I would heartly wish him to have the *Hancock* Capt Jones is a very different sort of a man to him that Commands her~~ — <sup>2</sup>

I hope we shall soon get the new frigates to sea I am very happy it being in my power to supply them with Slops out of the *Lively* and Blankets from the Brig *Elizabeth* Capt [John] Palmer I hope to have the *Raleigh* Completley fitted with cannon in Six weeks, we are now Collecting iron Piggs from the *Alfred* and *Cabbot* and have obtain'd a vote of the assembly to lend us a furnace belonging to the State to Cast our Guns in, the *Hancocks* guns are now on the road and will be here in all next week

1. John Bradford Letter Book, vol. 1, LC.

2. The two sentences crossed out would indicate Bradford's preference for Jones over Hinman.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Wednesday January 22d 1777.

In Council The Committee of both Houses, to whom was referr'd the Information of the Committee of Correspondence, Safety &c of the Town of Salem, representing that Numbers of Persons in the County of Essex are fitting out Vessels under Pretence of their going on Merchants Voyages but really with Intent to make Captures upon the high Seas, for which Purpose they are maning said Vessels with many more Men than are necessary to navigate the same, if bound on a Merchants Voyage — by which the good Design of the Legislature in laying the present Embargo is Subverted. —

Report the following Resolve —

viz Resolved that all Vessels belonging to this Government that may from



and after the Date hereof be clear'd out at any Naval Office within this State, shall carry Men for the Purpose of navigating the same, in Proportion to Tonage of said Vessels. —

viz for every Vessel of one Hundred Tons, no more than eight Men, including Master and Mate, shall be allowed, and in the same proportion for any Vessel of a greater or less Burthen. —

It is also resolved that the several Naval Officers in this State be, and they are hereby commanded not only to take proper Bonds of all Persons who shall clear out for any of the united american States, for the due Observance of the above Resolve; but that they also oblige all Persons who have already cleared out, and have not yet sailed to give Bond of like Tenor. — and if any Person, so cleared out, shall refuse to give said Bond, when required by any Naval Officer, said Officer is hereby empowered, and directed to give such Orders to the Commanders of Forts, as shall effectually prevent the said Vessels leaving Port, till the further Order of this Court. —

And it is further Resolved that the Comittee of Correspondance &c for the Town of Salem, (whose Exertions for the public Safety are very Commendable) be, and they are hereby directed to return to this Court the Names of all such Owners of Vessels, together with the Names of the Commanders of the same, who have, in the County of Essex, since the 7th of December last shipped more Men than has been usual on the like Voyages, that proper order may be taken thereon.

In Council. Read & Concurred

Consented to by fifteen of the Council

1. Mass. Arch., vol. 36, 476–77.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 22d Jany 1777 [A M]

Voted That Colo [Jonathan] Glover be allowed four shillings & three pence Sterling P Quinl for the Freight of Fish to Europe, & that he make the greatest Dispatch in loading his Brig & sending her away —

P M

Colo [Thomas] Crafts to appraise Cannon &c with Capt McNeil <sup>2</sup> reported

That he had agreed to deliver Capt McNeil two, six pounders & one four pounder from the Laboratory for Five, 3 pounders recd from Capt [John] Bradford

1. Mass. Arch., vol. 148, 125, 126.

2. Hector McNeill, captain of the Continental frigate *Boston*.

#### MASSACHUSETTS BOARD OF WAR TO CAPTAIN NATHANIEL STONE <sup>1</sup>

War Office,

Sir,

Boston Jany 22d 1777

You being Master of the Sloop *Martha*, Charter'd by the Board of War for a Voyage to North Carolina, your orders are to proceed direct for Newbern, where you are to dispose of your Rum and Sugar for the most you can obtain, purchase a

full load of Naval Stores in the following proportion: Three Hundred Barrels Tar, Five Hundred Barrels Pitch & One Hundred Barrels Turpentine. —

If your Sales should amount to more than will be sufficient to load your Vessel with Naval Stores, you will invest the Ballance in Deer Skins and Bees Wax, Upon your return you are to make the first Harbour you can, in this State or New Hampshire, from whence you are to give the earliest Notice to the Board by Express. —

It is expected that if you should think you must certainly be taken, that you take particular Care to destroy all Papers you may have rec'd from this Board. By order of the Board of War,

Sam<sup>l</sup> Phps Savage Prest

P S. You will purchase five hundred Bushells white Beans in preference to the Skins & Beeswax

[Endorsed] Boston Jany 23d 1777 — I acknowledge the above to be a true Copy of the orders I have receiv'd from the Honorable Board of War, and promise to obey the same. Nath<sup>el</sup> Stone

1. Mass. Arch., vol. 151, 403, Letters from the Board of War, 1776–1780.

# ACCOUNT BOOK OF WILLIAM SEVER <sup>1</sup>

[Kingston] 22 [January, 1777]

Richard Derby junr Esqr

To Cash as Agt Schoonr *3 Brothers* <sup>2</sup>

Dr

369 . . 0 . . —

State of Massachusetts Bay

Cr

By Sales of one half Cargo Schooner *three*

*Brothers* &c at Dartmouth Octob 21. 1776

[Total]

£1207 . . 0 . . 9

[To] Cash pd for advertising sales

12 . . —

do pd labourers unlading

& watchg nigh[tl]y p bill

7 . 17 . 11

do cooperage p bill

4 . . 1 . . 3

do pd Jno & Saml Pitts for

8 Gs Molosses & 53 Gals

rum more than the States

half

17 . . 0 . . 3

do pd Thos Lee for his & 2

other hands expences to

Salem

6 . . 0 . . —

do pd Capt Smith one half

[the] Amo of bill of

wages

45 . . 6 . . 9

do pd Rotch & Jarvis wharf-

age

1 . . 2 . . 9

82 . . 0 . 11

Sales of Sundrys from Brig *Nancys* Cargo Decr 18. 1776 vizt

[Totals]

1319 . 0 . 3

1. Sever Account Book, 272, 273, 274. Courtesy of Captain and Mrs. Noel Sever O'Reilly, Glenview, Illinois.
2. *Three Brothers* was a prize of the Massachusetts state brigantine *Tyrannicide*. See Volume 6.

PETITION OF GOTLIEB KLOSE TO THE CONTINENTAL CONGRESS <sup>1</sup>

To the Honorable The Continental Congress of the United States of America –

The petition of Gotlieb Klose a Native of Silesia and late Missionary from the United Brethren to the Negroes in the Island of Jamaica, humbly sheweth

That your petitioner after a residence of Six Years in the said Island, took his Passage in the Snow *Thomas*, Thomas Nicolson Master, bound to Bristol, in Ordr to proceed to his own Country, and on the 12th Day of Decr last was taken by the Continental Cruiser *Andrew Doria*. That your petitioner is a poor Tradesman and has all his effects on board said Snow in One Large Chest containing his Shoemakers Tools, &c One Larg & one small Trunk contain his Cloathing Linnen &c and has no kind of Wares for Traffick. his Keys he left with the Prize Master – [Joshua] Barney. Your Petitioner requests the Honorable Congress would be pleased to grant him an Order for the releasement of his said Goods in Order that he may obtain them again, And your Petitioner as in Duty bound will ever pray –

Gotlieb Klose <sup>2</sup>

Philadelphia January 22d 1777.

[Endorsed] Philada Jany 28th 1777 – I am of opinion the within Cloaths & Tools being proved to be the property of the passenger as mentioned Shou'd be given up to him –

Robt Morris –

V. P. of Marine Commee

1. Papers CC (Memorials addressed to Congress), 41, V, 59–60, NA.
2. Klose's petition was approved by the Continental Congress on February 5, 1777, Ford, ed., *JCC*, VII, 89. Unfortunately the *Thomas*, with Klose's tools and chest on board, had been retaken by H.M.S. *Perseus* on January 12, PRO, Admiralty 51/688.

LORD STIRLING TO CAPTAIN ISAIAH ROBINSON, CONTINENTAL BRIG  
*Andrew Doria* <sup>1</sup>

Sir

I most readily Accept of your Voluntary and very Spirited Offer for this Service, and therefore must desire that you will proceed with your Officers and Men to New Town in Berks County and there take into your Care & Command All the Iron Cannon & their Amunition you find at that place, and proceed with them to Trentown Ferry and there place them in such position on this Side of Delaware River as will best defend the passage of it either by Boats or on the Ice; and In Case any Circumstance should render it Necessary for our Army to retreat out of New Jersey you are to Make the best disposition you Can to Cover the Retreat if Necessary, The Officer in whose Custody those

Cannon & Stores are, is hereby requested to Accompany you with them, and the Deputy Quarter Master General & Waggon Masters will give you every Necessary Assistance

Stirling

Philadelphia January 22d 1777.

1. FDRL.

*Pennsylvania Packet*, WEDNESDAY, JANUARY 22, 1777

Philadelphia, January 22.

On the 12th of November the armed brig *Freedom*, Capt. [John] Clouston, from the state of Massachusetts Bay, fell in with and took the ship *Lasoye Planter*, bound from New-York to Cork, and put a prize master and nine hands on board her, who allowing the former crew too much liberty, they one night rose upon him, and after wounding him and some of his men in a shocking manner, retook the ship, put them in irons, and carried her into St. Croix, a Danish West-India Island. — Captain [Norris] Cooper in an armed vessel from this port being at St. Croix, and hearing of the above affair, went on board the ship and demanded the prisoners, who after some altercation were delivered to him, and he is since arrived with them safe at Chingoteague Inlet in Virginia.

*Maryland Journal*, WEDNESDAY, JANUARY 22, 1777

Baltimore, January 22.

A Number of abusive Pieces having been inserted in the *Caraibean Gazette*, printed at St. Kitt's, reflecting on the Governor and People of St. Eustatius, on Account of their supposed Partiality for the American States, now engaged in the Cause of all Mankind, the Printer, a Genius little known in the typographical World, having Occasion to take a Trip to that Island, on his landing there was immediately scented, and hunted so very hard, as to be obliged to trip back again, in the utmost Speed and Consternation. Our Dutch Friends should not have declared War against the poor Printer, as he is only a Servant to the miserable English Caraibeans, who ought to be indulged in the Liberty, peculiar to Englishmen, of grumbling when their Bellies are empty. If the Printer is able to fill his, at such Times as these, he is as lucky as many of the Fraternity. The following is an Extract from one of his Gazettes, by Way of Specimen of the Tempter of our old Friends the Caraihs.

“When the Renegado English Robinson, in the *Andrew Doria*, saluted the Dutch Fort at St. Eustatius under piratical Colours, the Officers of the Fort sent to receive his Honour's Orders, who, after mature Deliberation, commanded the Salute to be returned. This, no Doubt, at first Sight, appears to be such an Infringement of that Respect which the States General owe to Britain, and such a glaring Insult to the latter, that if proper Representation be made of it to the Hague, by the Court of Britain, we would be apt to venture a Wager that the Governor who commanded, or even permitted it, would be displaced before Twelve Months are at an End. But when we consider his Honour's acknowledged Coolness and Discretion, and that the Affair was done deliberately, and the same Compli-



ment repeated at the sailing of the Pirate, we ought to suspend our Opinion till he has been properly called upon to give his Reasons, as, we are told, is intended to be done.

“When Robinson waited upon him to inform him of his Errand, and particularly told him of his wanting to purchase Powder, he plainly answered him, he could suffer none to be exported till after the 28th of November, on which Day the Prohibition expired. After that Day he was at Liberty to buy up as much as he pleased. Robinson brought a very considerable Sum of Money to lay out in St. Eustatius for Powder, and other warlike Stores; and his Honour, wishing to secure such a Chapman for his People, was public-spirited enough to go out of the Course of his ordinary Economy, to make hospitable Entertainments for the Pirate and his Agents, to make his Time pass agreeably away till the Day came, in which it was safe to open a free Trade with him. Here, therefore, was much Punctuality respecting Great Britain, and great Care and Attention to the Good of his own People.”

WILLIAM SEON TO SIR JOHN PEYTON <sup>1</sup>

On board the ship *Preston*,

To Sir, John Peyton, North River  
Sir

January 22, 1777.

This will inform you, that I had the misfortune to be taken by the above mentioned ship on Monday the 20th instant; and as I understand there are a great many prisoners in Baltimore, beg your interest for an exchange, which I believe the Commodore will agree to. There are several other prisoners on board who join me in this request. I am, Sir, [&c.]

William Seon.<sup>2</sup>

[Endorsed by Commodore Hotham] Having on board the squadron under my command a number of prisoners, I shall be ready to exchange them, if any person be duly authorised to treat with me for such exchange.

W. Hotham.

By command of the Commodore. Titus Livie, Sec'ry.

*Preston*, in Chesapeak Bay, Jan. 25, 1777.

1. Dixon and Hunter's *Virginia Gazette*, January 31, 1777.

2. Master of the *Batchelor*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF H.M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE <sup>1</sup>

Jany 77

Bermuda S64° E Disce 83 Leags

Wednesy 22nd

At 1 PM Saw a Sail in the SE Qr Gave Chace. At 3 Bt too Mn Topsail to the mast and took the Schooner, *Sea flower*, Thos Crocker Master from St Eustatia bound to Nantucket wth Salt, Molasses, Tea, Geneva, Dry Goods, Canvas, Cordage &ca &ca At 4 shifted the Prisoners. Put 2 Officers & 7 Seamen on board the Prize with Orders to proceed in Company to Antigua. Made Sail, Stow'd all the Staysails close reefed the TS Handed Mizn TS Down top Gallt Yards & struck the Masts. A Large swell from the Northward The Schooner in Company

1. PRO, Admiralty 51/336.

23 Jan.

JOHN LANGDON TO ROBERT MORRIS <sup>1</sup>

Sir

Portsmo Jany 23d 1777 –

Inclosed you have the accots Current of the Honle Secret Committee, made up to the 18th Instant & the Ballance carried to the Honle Marine Committee as I made use of some of their money's which was agreeable to order I have bought a Brig of Mr Moffatt of about One hundred & fifty Tonns for Twelve hundred Pounds for which he has my Obligation as I had not any money in my hands belonging to the Continent to pay for her this Vessel which is called the *Morris* will be Soon ready to sail for Virginia Cap. Gunnison who is Master of her haveing got most part of his hands, The Ship lately called the *Royal Exchange* which I bought in for the use of the Continent at the low price of four hundred & Sixty Pounds is now fitting for Virginia I shall repair her, buy Cables &c to compleat her for the Voyage – Cap. [John] Clark who commands her is endeavouring to get hands which should he effect will be soon ready – The Ship is now called the *Mifflin* I've by this opportunity sent a sketch of the Honle Marine Committees accot Current by which you'll see I have no money in my hands therefore it will be necessary immediately by the Bearer or some other Conveyance to forward a sum of money, for the purpose of fitting out & paying for this & any other Vessel that may offer for the purpose I mentioned in my former Letters to the Honle Committee that I had sent only the *Betsey Frigate* to France there being no other Vessel Suitable for to carry Masts and that no other European Cargo was to be had –

In a short Time a verry fine Prize Brig of about 250 Tonns Will be sold here should she go off low Shall purchase her for Virginia or Europe on accot of the Honle Secret Committee, The fitting out the Ship *Mifflin* will cost near as much as the purchase, as she ha's no Cables & wants much repairs – Therefore this with the purchase of the Brig *Morris* & fitting out both, for Virginia & Should I purchase another it will require a Considerable sum of money to Compleat, which the Honle Comee will please forward without fail immediately as I am now doing Business on Credit Ive Wrote to the Agent at Boston for money – but he is likewise out & no money to be had for Draughts on Philadelphia it being employed in the speculating way – I have the Honor to be with Respect Yours & the Honle Commees [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO WILLIAM WHIPPLE <sup>1</sup>

[Extract]

[Portsmouth] January 23d 1777 –

. . . I should be glad to have the Dementions for the Seventy four & an Order from Committee am procureing Timber Plank, Masts &c in abundance only wait for Snow to hall, all the business is doing on Credit – pray send the money – as soon as the orders came for the Vessels to go to Baltimore, for Iron shall Comply – we have got Iron for Roche's Ship we shall want forty or Fifty Tonns for the 74 as to the Schooners to go to St Peters I beleive will not do as I know of no

Cargo to send but Provision which I'm fearful would not pay the risque however if it comes I shall do my best or get your Brother Joseph to do it, who has done me the Honor of accepting a Deputation of Agent for Prizes which I had right to appoint by Virtue of my Instructions to have one half of the Commissions of any Prizes that come in hereafter dureing his appointment, I find you can't inform me relative to Commissions Iv'e Charged only 2½ PCent on Prizes & the same on homeward bound Cargoes but fitting out is 5 PCent as P order and most Certain for building of Ships as I do without Contracting is worth 5 PCent or it's worth nothing. I wish this matter was settled, the Questions are these what Commissions on the Cargoes inwards what Commission on Prizes, what Commission on the rest of the business which is done at great expence and Trouble to me in the way I do it,

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

#### MINUTES OF THE NEW HAMPSHIRE COMMITTEE OF SAFETY <sup>1</sup>

[Exeter] Thursday, Jan'y 23d, 1777.

Ordered Joshua Bracket, Esqr, Judge of the Court Maritime, to pay Capt Titus Salter the Sum of £ 255-17-5 3/4, after deducting what is due to him for fees, being money in his hands, part of the Sales of the Rigging of the Ship *prince George* – Copy on file.

Also ordered the Rec[eive]r General to pay Capt Titus Salter one hundred pounds to be accounted for by him as follows:

Took a Receipt (which is on file) of Capt Salter for the Two above mentioned orders, in which he promises to pay in Equal divisions what money he Received on sd orders to the 71 Claimants of the 1/4 part of the Ship *prince George*, as decreed by the Court Maritime.<sup>2</sup>

1. *Collections of the New Hampshire Historical Society* (Concord, 1863), VII, 69.

2. *Prince George* was seized by Captain Salter and his militia company in October, 1775. See previous Volumes in series.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 23d Jany 1777

Commissary acquainted the Board he deliver'd the six pounders to Honl Mr Cushing P Order of the Court for Ship *Boston*; – was directed to apply to Capt Manly for them as the Board are inform'd they are in the *Hancock*

1. Mass. Arch., vol. 148, 128-29.

#### MASSACHUSETTS BOARD OF WAR TO WILLIAM FROST <sup>1</sup>

Sir, War Office, Boston Jany 23d 1777 –

I am directed by the Board of War to desire you to purchase for them a Quantity of Timber, &c. agreeable to the above Memorandum, sufficient to load a ship of two hundred Tons according to your own proposals of finding & sending up a Master, Mate, and Hands for such ship as the Board shall direct to carry her from the Port we may buy her at to Falmouth, there to load and proceed in her to such Port in France or Spain as the Board may order – for which the Board

agrees to allow the said Master & Hands Wages as pr Memorandum above and you a Commission of 5 pr Cent upon the Cargo you may purchase for your Trouble —

The Board depend upon it that you will exert yourself to purchase the Articles directed upon the most reasonable Terms you can — and that they are all of them of the best quality, as the Reputation of the Country may depend upon the goodness of the Cargo we may send.

As it is necessary that the Business be immediately accomplish'd, it is expected that you directly attend to it, letting us hear from time to time what progress you may have made in it [&c.] in behalf of the Board Ellis Gray  
[P.S.] Capt Ten Pounds pr Month, a Priviledge of ten Hogds, & a Gratuity of fifty pounds in Lieu of Commission —

Mate eight pounds pr month —

Hands, from 16 to 20 Dollars —

[Enclosure]

Memorandum of Articles to be purchas'd by Mr William Frost of Falmouth for loading a ship of about two hundred Tons to be sent him by the Board of War for the State of Massachusetts-Bay

Square edg'd fine Deals from 10 to 25 feet long — from 10 to 16 Inches broad & from 2 to 4 Inches thick —

White pine Timber from 12 to 24 Inches square —

Oak Timber from 12 to 20 Inches well squar'd —

Do Plank 2 to 4 Inches —

Masts & Bowsprits of the largest size you can procure, & which the Vessel can carry —

Spars, Staves Anchor Stocks, Lath, Wood, Handspikes, Car Rafters, for Stowage —

1. Mass. Arch., vol. 151, 31–32, Letters from the Board of War, 1776–1780.

#### SHIPPING ARTICLES FOR THE MASSACHUSETTS SHIP *Versailles*<sup>1</sup>

It is agreed between the Master, Seamen, and Mariners of the *Ship Versailles* bound for *Nantes in France* that in Consideration of the Sums as monthly Wages affixed to our Names that the said Seamen and Mariners will perform a Voyage from *Boston in the State of Massachusetts Bay* to [France] and back to *Boston in s'd State* promising hereby to obey the lawful Orders and Commands of the said Master, or of other Officers of the *sd Ship Versailles* and faithfully to do and perform the Duty of Seamen, as required by said Master, by Night and by Day, on board the said *Ship*, or in her Boats, and on no Account or Pretence whatever, to go on Shore without Leave first obtained from the Master or Commander of said *Ship* hereby agreeing that Forty-eight Hours Absence without such Leave shall be deemed a total Desertion; and in Case of Disobedience, Neglect, Pillage, Embezzlement or Desertion, the said Mariners do forfeit their Wages, together with all their Goods, Chattels, &c. on board said *Ship*; hereby for themselves, Heirs, Executors or Administrators, renouncing all Right and Title to the same. And the Master of said *Ship* hereby promises and obliges himself, upon the above Conditions, to pay the said monthly Wages as set against the Names of the Seamen and



Mariners of the *s'd Ship Versailles* upon return of said *Ship* to the Port of *Boston* in *s'd State*, or on her Arrival at the Port of her Discharge.

*It is understood that the Mariners of said Ship upon her Arrival at the afore-said Port in France, shall either be discharg'd, or kept in pay & return'd home in some other Vessel, as they shall choose —*

In Testimony of our free Assent, Consent and Agreement to the Premises we have hereunto set our Hands, the Day and Date affixed to our names.

Time of Entry.	Men's Names.	Quality.	Advance Wages.	Wages per Month or Run.
December 6 1776	Joseph Chapman	master	20..0..0	10..0..0
January 15 1777	William Nuwman	Ch mate	8..0..0	8..0..0
December 30 1776	James Digge	Sd mate	10.10..0	7..0..0
30	Joseph o Cleave	Boswen	9..9..0	6..6..0
30	Jos hay	Seeman	X 9..0..0	6..0..0
30	alexexander Dawson	Do	X 9..0..0	6..0..0
January 3 1777	John Backer	Do	X 9..0..0	6..0..0
13	James Letter	Do	5..8..0	5..0..0
13	John manny	Do	4.16..0	4.16..0
pd 1 mo Wages 15	Eben marble	Do	8..2..0	5..8..0
16	Edw Vannevas	Do	5..8..0	5..8..0
pd ½ mo Wages 20	William grims	Do	8..2..0	5..8..0
13	John Rolle		8..2..0	5..8..0
20	Thoms Beck		6..0..0	6..0..0
20	Barthley Thalrey	Do		5..8..0 to be discharged do -
15	plato		p. 10-	
£ 127.15.-				

Boston Jan'y 23. 1777 charged  
the above advance wages to Accot  
Current — Joseph Chapman

N B. The Sums with this Mark X should be but £6 as Capt Chapman returned ½ a Months wages for each of those Men —

1. Mass. Arch., vol. 292, 45. This is a printed form with handwritten insertions in italics.

BRITISH SHIPMASTERS' PETITION TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Honble the Council and Honble House of Representatives of the State of Massachusetts Bay in General Court Assembled. —

The Petition of Levi Preston late Master of the Ship *Garland*, lately taken by Capt Colier [Isaac Collyer] Commander of the Armed Sloop *Polly* and brought into the Port of Marblehead the 15th of December last, in behalf of himself and George Bennison Mate, John Rowe (an Old Man[]) Cook, Joseph Berschanale Steward (who broke two of his Ribs lately[]); Also for his five Servants vizt Matthew Groser, Thomas Nebrine, Wm Weldone, John Sneathe, and Mark Mackdonale, (the said Matthew Groser being now in Salem Goal for no Crime that he knows of) Also the Petition of John Taylor late Master of the Ship *Content* lately Taken by Capt [Israel] Thorndike of the Armed Schooner *Warren*, and carried in to the Port of Beverly for himself and John Anderson Mate and

three Servants vizt William Randile, John Story and John Canady. Also of Elias Warren late Master of the Brig. *Billey* taken by the Armed Schooner named *Ranger*, Commanded by Roger Robbins & carried into Newbury Port.

And also of George Gray late Master of the Ship *George* taken by the Armed Schooner *Boston*, and caried into Boston Port for himself and Robert Shon his Mate, and two Servants vizt Joseph Andres, and William Pullen.  
Humbly Shew

That they were taken as aforesaid and remain without any means to Support themselves, and as there is a Brig now bound to Cork in Ireland, they are desirous with your Honors leave to take passage in her

They therefore humbly pray your Honours would be pleased to permit your petitioners their People and Servants before named to take passage in the said Brig, or in any other Vessel that may offer, that so they may get home to their Families and friends again. —

And as in duty bound shall every pray &c.

Boston Jany 23d 1777

John Taylor   Levi Preston   George Grey

1. Mass. Arch., vol. 182, 80.

*Independent Chronicle*, THURSDAY, JANUARY 23, 1777

Boston, January 23, 1777.

Capt. [Elias] Smith, in the Privateer Brig *Washington*, belonging to Beverly, arrived at Plymouth a few Days ago, from a Cruise, during which he took eight Prizes; the last of which was a Brig from London, bound to Barbadoes with Beef, Pork, Butter, Flour, Cheese, and some Dry Goods: She sailed from Spithead the First of December.<sup>1</sup> Mr. Hunter, who sailed from this Port last Summer in the *Yankee* Privateer, Capt. Johnson, and was taken as formerly mentioned,<sup>2</sup> was on board the above Brig: He informs, That Capt. Johnson, made his Escape from the *Rippon* Man of War, and got to France, a Month before he sailed. That the Dr. (Downing) [Eliphalet Downer] lay very sick on board the *Rippon* of 60 Guns. . . . One of Capt. Smith's Prizes had 300 Pipes of Wine on board.

Extract of a Letter from Captain John Fisk of the Brig *Tyrannicide*, in the Service of this State, dated at Sea, Nov. 17, 1776.

"This Day I fell in with, and took the Bark, *John*, from London, for Antigua, William Barrass, Master, with a Cargo of King's Stores, English and India Goods; the Papers on board, were all destroyed, and therefore cannot be particular. I have taken another Ship, loaded with Lumber, from Pensacola, for Grenada, she is not worth sending Home, and therefore shall detain her with me for the present."

The first mentioned Prize, is arrived at a neighbouring Port.

Captain Fisk, has also taken a Ship, from London, bound to Antigua, of 16 Guns, which is safe arrived at an Eastern Port. — She is entirely loaded with English Goods of all Kinds, the Foot of her Invoice is upwards of 40,000 l. sterling.

On Tuesday next, the 28th Instant, At Ten in the Morning, Will certainly be Sold at Public Vendue, in Taunton, At a Store near the Green, The remaining Part of the Brig *Countess of Eglin[g]ton*'s Cargo, consisting of a very large Quantity of Oznabrigs, Scots Checks, Stripes, Irish Linnens, Sheetings, Stamp Linnens,

about 50,000 Yards in the whole, 130 Dozen Mens and Womens plain and ribbed Thread and Cotton Hose, 50 Dozen Mens Calf Shoes and Pumps, 6 Dozen Womens Shoes and Pumps, 8 Dozen Womens Callamanco Shoes, &c. &c. &c.

J. Russell, Auctioneer.

1. *Brig Friends Adventure*, John Cumming, master, *Independent Chronicle*, Boston, February 13, 1777.
2. See Volume 6.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD <sup>1</sup>

Sir

Providence Jany 23rd 1777 –

Inclosed you have a Copy of a paper Sign'd by Some of the Officers of the *Alfred* and *Providence* – and Mr Southouse has waited upon me to have his property return'd – all I can Say in that matter is that I am willing every prisoner taken by the Continental Vessels should be treated well, and have as much of their property restor'd as will Support them in the Character they Sustain'd – but in this Case there has as you will See an Uneasiness arose – and as I have not had any Account of what he has had return'd, nor what more he Claims – I can't be any judge in the matter at present – Should advise you to Use the most prudent method to Settle the Matter So that the Officers and people may have no great Right to Complain, nor the Gentleman treated Worse than other men that have had the ill luck to fall into our hands –

I shall be extremely oblig'd to you to forward Capt'n [John Paul] Jones in discharging and paying off the People, as Well them that has Enlisted into the Land Service as the others – I am with Esteem Sir [&c.]

E H –

1. Hopkins Letter Book, RIHS.

DANIEL TILLINGHAST TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir

Providence 23 January 1777

Your favor under 20th Inst came duly to hand. – Note the Contents – The Commodore has just left me of whom requested to know his detirmination, either to disavow his Orders, to you, or to commend your Conduct, that I might acquaint you thereof, agreeable to your desire, – to wch he replies, you have his Orders in writing, wch if that will justify your Conduct its well, if not, he's ready & willing to do any thing in his Power, to assist & serve you. –

As to my advice in the affair, I am convinc'd the Suit cannot lay; as I am Serv'd with a Copy of the writ, I am only to appear in Court & say, that I have no effects of yours in my Hands as I cant make charges against you for the Cash I have advanc'd you Pr Rect on a/c of the Ship, wch I can say till you account with me for is just against you. – I shall be at some Expençe in seeing the Lawyer &c & you may be assur'd I'll exert myself for your Interest in this affair – I am Sir [&c.]

Dan<sup>l</sup> Tillinghast

1. Papers of John Paul Jones, 6543, LC.

DANIEL TILLINGHAST'S RECEIPT FOR PRIZE MONEY FOR CREW OF CONTINENTAL  
SHIP *Columbus* <sup>1</sup>

Providence 23d January 1777.

Receiv'd of Abraham Whipple Esqr the Sum of Two Thousand seven Hundred and Thirty Pounds 8/7, Lawful Money being the Captors part of the Prize Ship *Royal Exchange*, also Two Thousand five Hundred and seventy two Pounds 13/1. Lawful Money being the Captors part of the Briga *Lord Lifford* in full, as P John Langdon Esqr Agent for the State of Newhampshire & John Bradford Esqr for the State of Massachusetts Bay their Accounts delivered me –  
Dan<sup>l</sup> Tillinghast Agent for the Compy –

1. Abraham Whipple Papers, CL.

MASTER'S LOG OF H.M.S. *Diamond* <sup>1</sup>

Janry [17]77  
Thursday 23d

Remarks onbd his Majesty's Ship *Diamond*  
A M the Signal was Made on bd his Majtys Ship *Amazon* for a Court Martial to Enquire into a Muloncholy Accident which hapned on Bord the *grand Duke of Russia* Transport by which 5 of her Crew was killed Supposed to have hapned from a Shot fired from one of our Guns on the 18th in Celebrateing her Majestys Birth Day  
first part Moderat and Cloudy middle and Latter part fresh gales with Rain PM at 3 the court Martial ended when the first Lietent Gunner and Crew ware Cleared.

1. PRO, Admiralty 52/1699.

COMMODORE SIR PETER PARKER TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

Copy.

My Lord

*Chatham* off Newport Rhode Island  
23d January 1777.

Since my last Letter of the 13th Instant, I have received from Providence Fifty two prisoners, among whom are six Masters of Merchant Ships and some Passengers, and also the Mate, Boatswain, and four Seamen belonging to the *Betty* Transport. As the Cartel Business is to pass through my Hands, I have opened a Book for the purpose, and Mr Ayres is not now to go to New-York. He came here the 19th in the Morning, and in a few Hours the Exchange was made, and the whole Account settled (except for the Prisoners that went to Cork in the *Triton* Brig) and the Balance is Thirty in our Favor. I have sent all our prisoners including the Forty Nine brought by the *Greyhound*. As a Convoy now offers for New York, I have ordered the *Betty* Transport to be valued and have given her up to the Master, who can easily get her refitted there. Your Lordship may then either take her into the Service, or send her home, as your Lordship may judge proper. The 14th Instant I received by the *St Laurence* Schooner your Lordships Letter of the 11th, and the 17th I received by the *Greyhound* your Lordships Letter of the 12th, and by the *Amazon* one from Captain Duncan dated the 7th Instant, acquainting me that the *Amazon* was ordered to Newport



to be under my Command, and that the *Carysfort* was arrived at New-York with her ForeMast badly sprung. The *Niger* has not yet joined me, and I have therefore ordered the *Amazon* to supply the place of the *Carysfort*. The *Greyhound*, *King's fisher* and *St Laurence* Schooner are to proceed with the Troops, as soon as the Wind and Weather will permit. I have given Captain [Archibald] Dickson Orders agreeably to your Lordships Commands and have directed him (when he has taken the *King's fisher* as far as he thinks necessary) to order Captain Graeme to put in execution my Orders to him of the 10th Instant, to proceed to Shelter Island. The *King's fisher* and *Tryal* have made several Attempts, but have been obliged to put back by contrary Winds; therefore all the Dispatches go now in the *Greyhound*. The Rebels have several Thousand Men in this Neighbourhood, and are fitting two Fire-Ships. They threaten a Visit, and we hear are building Boats, and cutting down Vessels for the Reception of Great Guns. And as the *Tryal* may be of use in reconnoitring &c I shall employ her on that Service. The *St Laurence* Schooner and any Small Craft that can be spared, may be also of great Service, should your Lordship think proper to send them. Lord Percy will inform Sir William Howe of such Intelligence as he has received relative to the Force and Designs of the Rebels. The 17th and 18th Instant five Cartel Sloops arrived with about one Hundred and Sixty Soldiers &c from Sherbrook. The *Diamond* and *Cerberus* are ready to return to their Stations, and the *Emerald* will proceed as soon as possible to join Commodore Hotham. Captain [Francis] Banks has been for some time past in so bad a State of Health, that his Recovery is doubtful; I have therefore given him leave to go onshore to Sick Quarters, and have appointed Mr Robert Deans (the first Lieutenant of the *Chatham*) to act as Captain of the *Renown* during the Absence of Captain Banks, or 'till further Order.

Captain [Maximilian] Jacobs having applied to me for a Lieutenant to act in the room of the first Lieutenant of the *Amazon*, who is lent to the *Lord Howe* Armed Ship, I have ordered the second Lieutenant Mr Baynr Prideaux to act as First, and Sir James Barclay Bart (a Midshipman onboard the *Chatham*, who has passed his Examination) to act as second Lieutenant of her 'till further Order.

Your Lordship will receive herewith a List of the Transports under Convoy of the *Greyhound*, and an Account of a Sloop taken off of the Mouth of this Harbour.

I am happy to hear that your Lordship is so well recovered from your late sever Fit of Illness, and have the Honor to be My Lord [&c.]

P. Parker

Viscount Howe Vice Admiral &c &c &c  
[Endorsed] in Lord Howe's Lre of 13 Feby 1777

1. PRO, Admiralty 1/487.

CAPTAIN SETH HARDING, CONNECTICUT BRIG *Defence*, TO GOVERNOR  
JONATHAN TRUMBULL<sup>1</sup>

New London Jan'y 23d 1777

Recd your Hons favor yesterday menshoning the Brig *Defence* Being nearly Ready to proceed to Sea which is so only a feue things from Norwich Mr Smedley

Informes me Likewise of my Coming to Lebenon this Day in Order for Settlement I am sorey to Inform your Honour I have bin hear 7 Days to Day Settling acct have bin Sick Ever since have got the Brigs acct Nearly Settled and they would have bin Settled 6 weaks agoe had not my Helth prevented I hope to get to Norwich to morrow if a plesent Day and then the next plesent Day to Lebenon I have no thoughts I shall be able to procead to Sea I have but Little Hops of Ever geting my helth but god only nose I have sumtimes in hops of a happy Exchange at other times Doutfull but Hope I trust only in the Sun of heaven I heartely wish your Hons & Counsel the Blesings of god to Rest with you and suces in our Nave and army god grant it so may be – I am Sir your Hons [&c.]

Seth Harding

P S Smedley Seams Verry Industuras and will Have things I Dont Dout with Dispatch

S H

To Jonatha Trumble Esqr Lebanon

1. Conn. Arch., 1st Series, IX, 90, ConnSL.

# JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Thursday, January 23, 1777

The Marine Committee having recommended Captain Fulford to take the command of the armed brig *Lexington*,

*Resolved*, That he be appointed to take the command of the said armed brig *Lexington*.

*Resolved*, That two frigates, one of 36, and the other of 28 guns, be immediately undertaken in the state of Connecticut.

1. Ford, ed., *JCC*, VII, 58, 59.

# MINUTES OF THE MARYLAND COURT OF ADMIRALTY <sup>1</sup>

At a Court of Admiralty held for the State of Maryland at the Court House in Baltimore Town the Twenty third day of January 1777 Present The Honble Benjamin Nicholson Esqr judge

Private Schooner *Enterprize*

Jas Campbell Master

vs

Sloop *Fame* Nathl Barnard

Master

Libell filed 2d Jany 1777

Monition iss[ue]d

Claim & Ansr filed

by Jarred Coffin in behalf of

Joseph Hussey & Thomas Snow of Nantuckett in the Massachusets Bay

Ordered that a Venue be issued for 48 Jurors returnable tomorrow Morning 10 OClock

Rep[levin] & issue

Summons for Claimt

Thos Sykes sd swn

Saml Mardens – sd swn

Wm Hare –

Jarrett Coffin – affirm  
for Libellt

Summon Wm Pickett sd swn

Danl Robbins

Jno Silver sd swn

Court Adjourns till tomorrow Morning 8 OClock

Court met According to Adjournment

Present as on Yesterday

The Marshall makes return of the following Persons as Jurors Vizt who are Accordingly impanneled & Sworn

Jury to be Allowed	James Calhoun foreman	Henry Sheaff
the usual fees	Mark Alexander	John Philo
	George Welsh	Richd Lemmon
	Nathan Griffith	Isaac Griest
	James Cox	David Shields
	Cornelius Garrettson	Aaron Mattison

Verdict that the Sloop *Fame* was in Possession of the British Ship of War Called the *Galatea* more than twenty four Hours & not as much as forty Eight Hours

Condemnation for One fifth part of said Sloop *fame* & Cargo &c  
day of Sale to be the 25th Instant.

1. Admiralty Court Minutes, 1776–1778, Md. Arch.

EDWARD RUTLEDGE TO ROBERT MORRIS <sup>1</sup>

[Extract]

Charles Town Jany 23d 1777.

. . . The *Perseus* Frigate is now off the Bar – within Sight & now in Prsuit of two small Vessels – She chased into our Harbour the day before Yesterday 2 Sloops, they ran into Water where they could not be followed by the *Perseus* & she sent an armed Boat after them, but on our sending another armed Boat to oppose them they retired – However shortly afterwards, a Brig from old France coming over our Bar was boarded by her, took out our Pilot & then the Brig came in . . .

1. Herbert S. Smith Collection, CL.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN CHARLES PHIPPS <sup>1</sup>

January 1777

Ditto [Charleston] So 4 Leagues.

Thursday 23d

at 10 AM Read the Articles of War & punished William Weller with 3 dozen lashes for Neglect of Duty and behaving in a Contemptuous manner to his Officers.

at 3 PM saw a Sail to the Westward ½ pt fired 2 Swivels & brought her too, she proved a Sloop from Cape Francois bound to Charlestown Masters Name Thomas Ridley and the Sloops

the *Fanny* laden with Molases and Rum sent an Officer & 7 Men onboard and took the Prisoners out of her the Sloop had lost her Rudder in a Gale of Wind

1. PRO, Admiralty 51/157.

JOURNAL OF H.M.S. *Hind*, CAPTAIN HENRY BRYNE <sup>1</sup>

January [1777] Working between Statia & Saba  
 Thursday 23 A M fired 9 Six Pds at a Sloop & brot her too from St Croix to St Eustatia with Rice detain'd her & sent an Officer & Men in her to St Kitts <sup>2</sup> Exercis'd great Guns & Fired Volleys of small Arms –  
 P M came to[o] in Sandy Point [St. Kitts].

1. PRO, Admiralty 51/457.

2. Sloop *Salt River Packet*, J. Spencer, master, with rice and hides, Young's Prize List to March 10, 1777, PRO, Admiralty 1/309.

ACCOUNT OF THE CAPTURE OF FRENCH SLOOP *St. Guillaume* <sup>1</sup>

An Account of Ships and Vessels Seized by His Majesty's Brigantine the *Pelican* Lieutt. J: P: Ardesoif Commander.

When taken	1777 January 23d
Where taken	Near Rosseau Dominica
Name of the vessel	<i>Le St Guillaume</i>
[Name of the] Master	Pr davide
To what Nation or } Province belonging }	(French) St domingo
Sort of vessel	Sloop
From whence	Said to be from St Domingo
When last sailed	In Novemr last, but appears She left Statia the 17th Inst
Where bound	To Martinico
Lading	Guns, Provisions & other Warlike Stores
No of Tons	100 or more
Men	24
Guns	13 found but suppose more to be in the Ballast
If any other Ship of War } in Company, her Name }	None
To what Port sent	Rosseau
Particulars relating them } & cause of Seizure. }	On Supposition of her being the Sloop called the <i>Seaflower</i> belonging to Henry Jennings of Statia on her way to Martinico to be fitted as an American Privateer against his Majesty's Loyal Subjects; Induced me to make Strict Search in her Ballast where I found Secreted a Quantity of Shot, to the amount of 830 more than the Master said he had on board: also a Quantity of small Arms Vizt 12 Blunderbusses, 36 Mus-



quets with Bayonets & Cutlasses spare Rammers, ladles  
Spunges Boxes &c: On Examination his Men Owned  
that they had all entered at Statia the middle of Jany  
and that he Instructed them to ansr to his St Domingo  
Rol[1] D'Equipage.

John Plumer Ardesoif

1. PRO, Admiralty 1/309.

24 Jan.

CAPTAIN SIR GEORGE COLLIER, R.N., TO CAPTAIN HENRY MOWAT, R.N. <sup>1</sup>

By Sir George Collier Commander  
of His Majesty's Ship *Rainbow* and  
Senior Captain of His Majesty's  
Ships in the Harbor of Halifax.

Captain Andrew Barkley Commander of His Majesty's Ship *Scarborough*  
being appointed to the *Milford*.

You are therefore hereby required an[d] directed, forthwith to repair on  
Board the *Scarborough* and take upon you the Command of her 'till further  
Order; Strictly charging and Commanding all the Officers and Company of the  
said Ship to behave themselves with all due Respect to you their said Commander;  
And you likewise to observe the General printed Instructions as what orders and  
Directions You shall from Time to Time receive from me or any other your superior  
officer, For doing which this shall be Your Order.

Given on Board His Majesty's Ship  
*Rainbow* in the Harbor of Halifax  
the 24th of Jany 1777,

Geo. Collier

To Captain Henry Mowat hereby appointed  
Commander of His Majesty's Ship *Scarborough* –

1. PRO, Admiralty 1/2124.

ROBERT MORRIS TO WILLIAM HOOPER <sup>1</sup>

[Extract]

Pha Jany 24th 1777 –

. . . In all the Transactions of America nothing has given me more Concern  
than that kind of irregular Conduct on bd the Am: Privateers that savours more  
of Moorish Piracy than Christian Forbearance. We have already many Instances  
that ought to be reprobated and the perpetrators brot to a Condign Punishment  
if the United States of Ama means to preserve a National good Character

One I have mentd to the Committee of Secret Correspondence because there  
was an open violation of the Laws of Nations and a palpable Insult on our real  
or pretended good Friends the French <sup>2</sup> Others have happened in Violation of  
the Authority of Congress and the Ships & Cargoes belonging to the States of Ama  
have been seized on Frivolous pretences and sent into their own Ports, those  
Insults have been overlooked because the States have probably not suffered any  
great Loss as the Property has reverted to them & the Captors have been supposed

to act from good Motives &c but what shall we say for these Plunderers when Individuals, honest Industrious Men, Friends to the Freedom & Independence of Ama lose their Property Credit & reputation by these Depredations, & the Misrepresentations they make to Cover their own Villainies, indeed my good friend if we do not take some effectual measures to punish the guilty and put a Stop to this kind of Arbitrary Thieving we shall be Sharers in their Guilt and probably incur the Suspicion of being Sharers in the Plunder.

I am led into these remarks by a letter from our Friend Hewes who has had two Vessells taken on the high Seas by Am: Privateers on no better pretence than the Captains pretending the Owners were Tories, the last of them is particularly mentd and described by Mess Hewes & Smith in their letter to me of the 13 Decr a copy of which is enclosed,<sup>3</sup> and when Congress have leisure I wish you would propose some Salutory Measures to put a Stop to these Growing Evils. I think the Captains & owners of Privateers shd give Security in very large Sums, and every State be answerable to those who grant Coms to, this wod make the latter cautious & villains wod find it difficult to deceive them, something I am sure must be done unless we wish to plunder one another & lay all the World under Contribution as a lawless Set of Freebooters, which God forbid shd ever be the Characteristicks of the Country I love . . .

1. Bank of North America Papers, HSP.

2. Reference is to the illegal actions of Captain William Patterson in the West Indies.

3. Protesting capture of the *Joseph*. This proved to be a mistake since she had been taken by the British.

#### THOMAS CASDORP TO THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

Gentlemen:

Philada, 24 January, 1777

When I was at Ticonderoga last Summer building Gallies: I have the Honour to acquaint you that I invented a New model of Swivell Skids for Gun Carriages, which was handed to General Arnold for his Approbation, and was approv'd off, which General Gates and most of his officers can inform you off. And as I am Certain that the Invention will be of great use to the Publick, Shall be glad to hand it to my fellow Citizens, not to have a Patent, but to serve my Country. My request to your Honourable Board is, that I may have the Liberty of Altering one of the Gallies Skids, the expence is So Trifling that Should it not be Approv'd off, I will replace it at my own expence, as I am well Assured the Invention will meet with your Approbation. Should your Honourable Board want a farther explanation I will at any time wait on you. I am, Gentlemen, with the Greatest Respect  
[&c.] Thos. Casdorp.

1. *Pennsylvania Archives*, 1st series, V, 200.

#### JOHN HANCOCK TO ROBERT MORRIS<sup>1</sup>

Sir

Baltimore January 24th 1777

The Marine Committee judging it of the utmost consequence that the frigate *Virginia* should be got to sea as soon as possible and finding it impracticable to procure the necessary Articles for the Ship without which she cannot proceed to

Sea have determined to send to Philadelphia for them, and have sent the Bearer an Officer of Captain Nicholson's to expedite the business; And I am now in the name of the Marine Committee to request you will immediately order such of the articles as are mentioned in the inclosed memorandum and can readily be got in Philadelphia to be forwarded here without loss of time in such manner as you shall judge best, the bearer will afford every aid in his power. I should think that it would be no disservice in taking an Anchor and the Cables from one of the Frigates in Philadelphia as you can with much more ease replace them there than we can procure them here, and all your Frigates are not in the readiness the *Virginia* is, and indeed she waits only for these articles. I submit it to you to conduct as you think most for the Public service, but with respect to the Anchor and Cables and Rigging, it is of the utmost importance they should be sent. Two Carts put together would easily effect this, let the expense be ever so great, but care should be taken to prevent the Cables chaffing, by matting the turns or putting Canvas round the parts liable to rub against the waggon, but I need not give you any hints of this kind. I wish we may have as many of the articles as can be got, I know you will exert yourself to effect this business. I am in behalf of the Marine Committee Sir Your very hble servant

John Hancock Chn

P:S: the inclosed Letter to Commodore Hopkins I leave open for your perusal – please to seal and forward it by first good opportunity.<sup>2</sup> –

1. Marine Committee Letter Book, 51, NA.

2. See Marine Committee to Hopkins, January 21.

# HOLTON JOHNSON TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Gentlemen

Baltimore Jany 24 1777

this is to Inform You of the Safe Arivel of the Brig *Ann Amos Mansfield* master the master mate and men decline Going to France I have sold her Sugars for sumthing more than Six pounds up on an Avereg and have apply'd to Purvience for Pig Iron which they have purchesd for You I shall Take On board the Brig about Twenty Tun and fil her up as sune as Possiable with Flower it is Very Scarse here and dont think it possiable to Lode her under Fifteen or Twenty Days Flower is Twenty shillings and rising there is A Schooner Arived here this day belonging to the Bord of War from Boston which was drove onshore near Cap henery by Two British Men of War about Six days Ago and is Got of[f] with out any damag only Lusing A Cable and Anchor which is the furst Account we have had of Any Men of war being of[f] this Coste I Cant Remember the Capt name but she had Forteen Cask of Sugar and Six or Eight Cask of Rum <sup>2</sup> Gentlemen I am with Respect [&c.]

Holton Johnson

1. Mass. Arch., vol. 152, 32, Board of War Letters, 1776–1777.

2. See Samuel Arnold to the Board of War, January 29.

## JOURNAL OF H.M.S. *Preston*, CAPTAIN SAMUEL UPPLEBY <sup>1</sup>

January 1777

Remarks &ca *Preston* Chesepeak Bay

Thursday 23

½ past 2 [P. M.] the Pilot grounded the Ship, furl'd all our sails, sent the Master to Sound for deeper water, made the

Friday 24

Signal for Assistance, hoisted out the Long boat, put the Stream Anchor & 4 hawsers into her, with the help of Boats carried them out & made them fast to the *Brune*, hove and by degrees got her a Float,  
 ran to the Etward and Anchored  
 Do [Moderate & cloudy] weather and much rain, fired several Shot at a Sloop & brot her too she proved to be from Cape Francois bound to Virginia <sup>2</sup> at 5 Anchd

1. PRO, Admiralty 51/720.

2. Sloop *Good Intent*, John Finlayson, master, with rum, salt and dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, JANUARY 24, 1777

Williamsburg, January 24.

We hear the two men of war which came within our capes on Monday last are still hovering about the mouth of York river and New Point Comfort, have taken two salt vessels, and a ship laden with tobacco, from Maryland. Some of the hungry dogs have been on shore at the point, but with what design we cannot tell: No doubt we shall soon hear of bloody battles with the horned tribe, sieges against hog-pens, and violent assaults upon hen-roosts, by these modern heroes of Britain, who, on the dreadful appearance of a rifleman, like amphibious animals, fly to the watery element for security.

25 Jan.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Saturday, January 25th 1777

In Council Whereas Honble Richard Derby Esqr has inform'd this Board that he has a Brigantine laying at Providence in Rhode Island, which it will be agreeable to him Shoud be us'd for the purpose of conveying Prisoners to & from Rhode Island, Halifax or elsewhere, without any Hire or reward therefor, save only that when the business is accomplished, the said Vessel be delivered to him at Boston or Salem or such other Port as she may return to, in the Vicinity thereof – It is to be understood that the said Vessel is to be at the risque of this State during the Time she is employed in this business. – Wherefore it is, Ordered, That the Commissary or Committee who shall be entrusted with the Management of this Business (of exchanging Prisoners) be directed to wait on the Honble Mr Derby for his Orders to take the said Vessel and improve her in the abovemention'd Service. Provided the Enemy will suffer said Brigt after delivering her Prisoners to return to either of said Ports –

In Council Read and Concurred.

Consented to by fifteen of the Council

1. Mass. Arch., vol. 36, 489, 490.



MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOSEPH CHAPMAN <sup>1</sup>

Capt Joseph Chapman,  
Sir,

War Office,  
Boston Jany 25th 1777

You being Master of our Ship *Versailles* now loaded and ready to Sail your orders are to proceed direct for Nantes in the Kingdom of France deliver your Letters to Messrs Jacques Gruel & Compy Merchts their, to whom you are consign'd, & follow their orders for your further proceedings –

As your Ship is to be sold, you with your Men are to take passage home in the Brig *Penet* Capt [Nicholas] Bartlett: if he should arrive safe, if not in any other Vessel Messrs Gruel & Compy may send this way –

If any of your Men will take their discharge in France, you may pay them off, giving them one Months advance pay should they insist upon it.

What Money you may want for the payment of your Men or other disbursements, Messrs Gruel & Compy will supply, but it is recommended to you to be as frugal as possible –

By order of the Board,  
Sam Phps Savage Presit

[Endorsed] Boston Jany 27th 1777 I acknowledge the above to be a true Copy of the orders I have receiv'd from the Honorable Board of War & promise to obey the same – Joseph Chapman

1. Mass. Arch., vol. 151, 405, Letters from the Board of War, 1776–1780.

MASSACHUSETTS BOARD OF WAR TO JACQUES GRUEL & CO., NANTES <sup>1</sup>

Messrs Jacques Gruel & Co  
Gentn

War Office,  
Boston Jany 25th 1777 –

This will be deliver'd you by Capt A[lexander] Wilson Master of our Ship *Le Duc de Chartres*, who goes from here to South Carolina, in order to purchase a Load of Rice, – if he should be so happy as to arrive safe at your port, we desire you to dispose of Ship and Cargo in the Best Manner you can, and pass the neat proceeds to the Credit of the Board of War, of the State of Massachusetts Bay, in Account with you; – What Money Capt Wilson may want for his necessary disbursements upon the Ship, and to get his hands back to this port you will please to advance & charge the Board with it – We are very respectfully Gentn [&c.]

By order of the Board of War  
Sam<sup>l</sup> Php's Savage, Prest:

1. Mass. Arch., vol. 151, 33, Letters from the Board of War, 1776–1780.

JOURNAL OF THE RHODE ISLAND COUNCIL <sup>1</sup>

State of Rhode-Island }  
& Providence Plantations }

In Council of War [Providence] Janry 25th 1777

Whereas this State did heretofore Charter of the Honl Nicholas Cooke Esq the Sloop *Diamond* to proceed a Voiage to Martinico, and the said Sloop having lately arrived in the Port of Bedford, and as such a Sloop is wanted for the use of this State: And this Council thinking it of greater Advantage and benefit to this

State to purchase said Sloop than to pay Charter Partys: And the said Nicholas Cooke Esq doth offer said Sloop with all her Stores and Appurtenances, & likewise to discharge and release what may be due upon the Charter Party aforesaid unto the State for the sum of Six hundred Pounds lawful. Wherefore Resolved that this Council do in behalf of and to and for the use of this State agree to purchase said Sloop *Diamond* with all her Stores & Appurtenances as she came in from Sea for the Sum aforesaid. And that upon the said Nicholas Cooke Esqr making and executing a good Bill of Sale of said Sloop with her Stores & Appurtenances to the General Treasurer for the time being to and for the use of this State, and likewise producing the Counter part of the Charter-Party discharging the sum therein due from this State unto the sd General Treasurer, that he be paid out of the General Treasury the Sum aforesd of Six Hundred Pounds lawful Money in Notes.<sup>2</sup>

£600      Witness R J Helme Clk

1. Maritime Papers, Revolutionary War, 1776–81, 56, R. I. Arch.

2. Governor Cooke's execution of the bill of sale dated January 27, 1777.

#### BARNABAS DEANE TO JOHN HANCOCK <sup>1</sup>

Sir

Wethersfield 25th Jany 1777

The *Trumbull* Frigate under my Direction Proceeded down Connecticut River the Last of Novr and when She had got within a few miles of the Rivers mouth Two of the Enemy's Frigates Appear'd of[f] the River & kept that Station untill the River Froze, I Advisd with Govr Trumbull & his Opinion was to Lay the Frigate up in Some Safe Creek which I did about Twenty miles from the Rivers mouth – Capt Manly Call'd on me with a Letter from Govr Trumbull (a Copy of which you have on the Other Side) And Agreeable to his Advice I have Supply'd Capt Manly with the *Trumbulls* Cannon which I hope will be Agreeable to the Honble Congress; Govr Trumbull has Engaged that the First Cannon made After the Furnace in this State begins Again to Cast Shall be for to Replace those Supply'd Capt Manly with      I am Respectfully [&c.]

Bar<sup>s</sup> Deane

1. Deane Papers, ConnHS.

#### JOURNAL OF THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Annapolis] Saturday, January 25. 1777.

Commissions issued to Bennett Matthews Esq. appointed Commander of the Row Galley called the *Independence*: also to John Stevenson Lieutenant of Marines of the same.

Ordered that Capt. Cooke, or in his Absence, the commanding Officer on Board the Ship *Defence* be requested to confine all such Prisoners belonging to this State that were taken by the Ship *Defence* that will not enter into the Service of the State or on Board of some of the private Ships of War, or Merchantmen; and to return a List of their Names with all convenient Speed to the Council of Safety.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

January 1777

Saturday 25th

Charles Town Lighthouse WNW Distance 4 Leagues.

At 7 (A M) gave Chace to 2 Sail in Shore. At 8 Charles Town Lighthouse WNW 10 Miles. Tack'd repeatedly as did the Chace; fir'd many Nine Poundrs and Swivels Shotted at the Schooner and Sloop; after which the latter bore down and prov'd from St Thomas's for So Carolina – took charge of her –<sup>2</sup> gave Chace to the Schooner which carried away her flying Jibb Boom; fir'd a Shot and brot her too, which proved a French Vessel – took charge of her.<sup>3</sup>

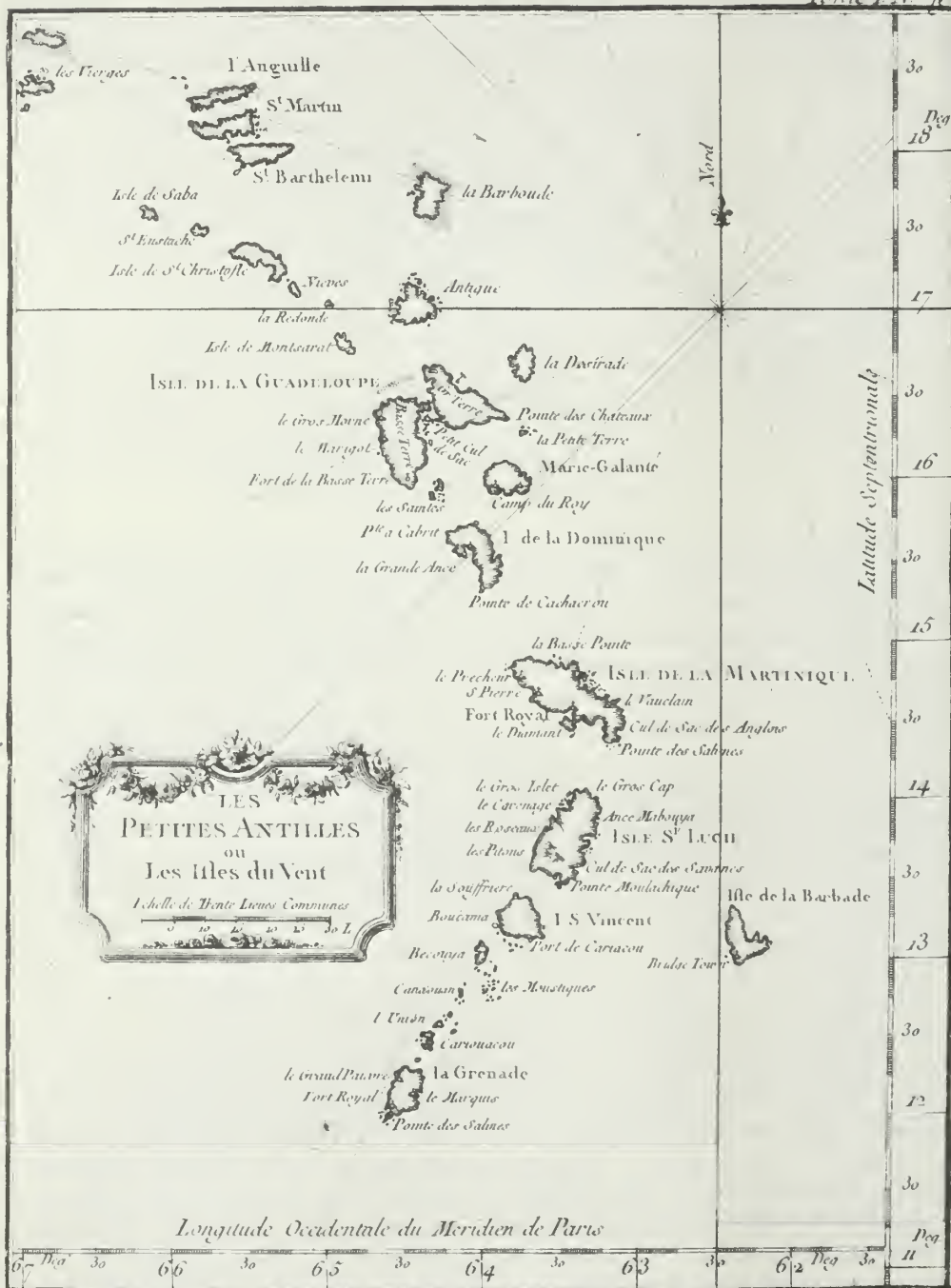
1. PRO, Admiralty 51/688.

2. Sloop *Adventure*, Thomas Nevell, master, with wine and dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.3. *Ibid.*, the schooner *Union*, Jean Collineux, master, from Martinique, with bale goods. And see *South-Carolina and American General Gazette*, January 30.

"EXTRACT OF A LETTER FROM BARBADOES, TO THE MERCHANTS IN THIS TOWN  
[LIVERPOOL], DATED 25TH JANUARY, 1777." <sup>1</sup>

On Monday last the 20th inst. the *Thomas*, Capt. Collinson, and the *Sarah*, Capt. Frith, both from Liverpool, fell in with a ten gun sloop, which soon boarded, and sword in hand took the former, she and the prize then fired upon the latter ship, which by having the heels of them got off, but she had the misfortune of being attacked again in the morning of the 22d instant, near the land, by a schooner of considerable force, with which he had a long and smart action, the enemy attempted sundry times to board, but was prevented by booms rigged out on each side of the *Sarah*, whose mainmast had a six-pounder through it, the sails, blocks, and rigging all cut to pieces, and his chief mate wounded in the arm, he poor gentleman, received two musquet balls in his body, and tho' all imaginable care was taken of him immediately on his arrival in Carlisle Bay, last Wednesday evening, he died the night before last, and was buried yesterday morning. The engagement was seen from the shore, and 'tis allowed that poor Frith behaved gallantly: at the bottom of the invitations to his funeral were these words, "*Dulce et Decorum Pro patria mori*," of the schooner and several of her crew, which appeared to them to be chiefly French mulattoes and negroes, the privateer was a good deal shatter'd in her sails and rigging, and received several shots in her hull. – Several of the independent gentry are cruising to the Eastward of this Island, and some of them well fortified and mann'd. – One Fisk a Salem man in the brigantine *Tyrannicide* of fourteen guns and 120 men, has been very successful. – The last he took that we know of was a brigantine call'd the *Three Friends* (one Helme commander) from London, with a valuable cargoe of dry goods and provisions, said capture was last Saturday. The long-boat was given to six of the hands, who arrived here that afternoon, and reported that their Capt. and Mate enter'd on board the privateer, carrying with them a sum of money and upwards of two thousand letters for this place. Such swarms of them are to windward that 'tis fear'd they will do much mischief.

1. *The General Advertiser*, Liverpool, March 21, 1777.





26 Jan. (Sunday)

THOMAS CUSHING TO JOHN HANCOCK <sup>1</sup>

[Extract]

Boston Jany. 26. 1777

please to Send the dimensions of the Ships immediately, as they will be wanted directly to determine in what manner to hew the Timber,<sup>2</sup> No Iron to be had here under Eighty pounds P Ton, pray send a Quantity immediately from Baltimore Send also a quantity of Hemp if possible, as I know not how it will be practicable to obtain the Rigger in these parts. —

I wrote you the 10th of Novr last that I should be glad to be Informed whether after the frigates which I have built, are Compleatly fixed & gone to Sea, I Shall have any more to do with them when they return into Port,<sup>3</sup> in short whether it is expected I should supply them from time to time with Such Provisions and Stores as they may have occasion for or whether they are for this Purpose to apply to Capt Bradford the Agent for Prizes, Will it not be as much as one man Can do to take Care of the prizes that are & may be taken by the Armed Vessells fixed out by order of Gen Washington? As I have had the trouble of building these frigates at this very difficult time, & which the usual Commission wch Congress may Allow will but poorly Compensate, (tho I shall be perfectly Content with whatever they do Allow) I should think it would be but right that I should be employed to Supply them with the Provisions and stores they may from time to time stand in Need of and also as Agent for the prizes they may take I should be obliged to you for yr Interest in this Matter, and remain with great Esteem & respect [&c.]

Thomas Cushing

[P.S.] Would not Capt Job Prince make a Suitable [contractor fo]r one of the Ships about to be built, pray Consider of it, he is an Active Man, has a Spirit of Government, an[d of good] Business, his Men would both love and fear him.

Capt Waters & Capt Tucker will hand you this Letter, they had [both been] in the Continental service by Virtue of a Commission from Genll Washington they Incline to Continue in it, I recommend them to your Notice, the[y] ar[e] at some uncertainty about their orders of whom they Should receive them, Does not this Shew the Necessity of a having a Marine Board Established at Boston consisting of a member or members from each of the New England Governments, vested with certain powers for the well ordering and from time to time Improving the Continental Ships in such Cruises & upon such Voyages as shall most promote the Common Cause and most Effectually Annoy the Enemy and in order to Engage them to attend the Business closely proper salleries should be affixed for their Service? Should there not be a Magazeene of stores provided for these Ships & a proper yard filled with masts of all Dimensions for their Use. . . .

1. Walter Fuller Don Collection, SI.

2. Continental 74 gun ship and 26 gun frigate.

3. Continental frigates *Hancock* and *Boston*.



Modt Breezes & fair Weathr the Chace SEbE . . . 10 P M  
 Came in sight of the Chace, bearg SbW sent our Boat to  
 Board her found her to be from New London, Bound to  
 Cape Nicholas Mole, with Horses & Lumber, sent an Officer  
 & Four Men to take Charge of her <sup>2</sup>  
 Sunday 26th A M the Prize in Company.  
 Modt Breezes & fair Weathr 5 P M our Prize parted with us,  
 Bound for Jamaica.

1. PRO, Admiralty 51/78.

2. Brig *Molly*, Gayton's Prize List, PRO, Admiralty 1/240.

## 27 Jan.

### JOURNAL OF H. M. S. *Milford*, CAPTAIN ANDREW BARKLEY <sup>1</sup>

Jany [1777] At Moorings in Halifax Harbour  
 Monday. 27 AM reeved some of the running rigging Dryd sails Captain  
 Berkley <sup>2</sup> from the *Scarboroughs* Orders was Read whom sup-  
 perseded Captain Mowatt [Henry Mowat] Caulkers Empd on  
 Board.  
 First & later parts Modr & fair Middle Modr Breezes & Cloudy  
 with much Snow. Reeved the remainder of the running  
 rigging

1. PRO, Admiralty 51/607.

2. "Capt Barclay of the *Scarborough* arriving from New York claimd a Senior title to the *Milford* as a preferable Ship and was appointed to her by Sir George Collier Accordingly. Captain Mowat was removed into the *Scarborough*." "A relation of the services in which Captain Henry Mowat of the Royal Navy was engaged in America, from 1759 to the end of the American War in 1782," *Maine Historical Society Collections and Proceedings*, 2nd series (Portland, 1891), II, 357.

### JOHN BRADFORD TO JOHN HANCOCK <sup>1</sup>

Dear Sir Boston 27 Jany 1777

The Bearer Capt Daniel Waters this moment inform'd me he was to set out this afternoon for maryland to wait on the congress. I suppose in hopes of promotion, encouraged by the late favours granted Capt Roch [John Roche] who it seems was only a Lieutent in one of those Schooners. Waters is accompnied by Capt [Samuel] Tucker whose Vessell is deliv'd to the owners being unfit for service.<sup>2</sup> I proposed to Capt Waters to go on a Cruse in the *Lee* but he declined it, because he was going to Congress. I shall not mention at present any thing relitive to this persons caracter. I beg leave to refer you to my former Letters. I make no doubt he is brave but his former conduct with Poor Capt [William] Burke was very reprehensable.<sup>3</sup>

I must think myself criminal not to mention something relitive to Tucker who is by no means qualified to rise higher in Command being the most volatile empty body I ever meet with, little credit being to be given to any thing he says, And his principle of honesty being very suspicious I inclose a list of things reported to have been taken out of a prize by him on information of his Lieutent Mr Bartlett on taxing him with it he acknowledged it. I find he has been Selling part

of the muskuets a[t] Marblehead, I assure you Sir it gives me pain to caracterise in so disagreeable a light. But I can with great truth say its from an ardent wish that such persons only may be employ'd that will do honour to our growing navy the distracted state I found that part in over which I have the honour to preside. I have in several Ltrs hinted to you great allowances are to be made while the Navy is as it were in Embraio. I flatter myself we are in a much better way then we were formerly

You may be Surprised Sir when I tell you the Schotch prizes are not yet settled but its intirely owing to a dispute between Deacon Gardner and myself he demanding a greater sum than I proposed to give him for getting the Brig *Annabella* from the Blk rocks where she lay a Month Sunk,<sup>4</sup> we shall settle the dispute to morrow when we shall pay of[f] the Captures for them Prizes & the *Perkins*<sup>5</sup> the Ship *Peggy* being clam'd a[t] philadelphia we cannot settle till we know her fate from congress<sup>6</sup> the *Lord Lifford* is paid off and Settled The two frigates here will soon get away and I hope in five weeks from this to get the *Rawleighs* Guns fifteen tuns pig Iron is alredy at the furnace

I have had no complaints from any of the Captures for when they ask me for money I have always given them that on a Settlement the[y] wont have any great sum to receive being pressed for time I must Conclude with the most profound respects Your [&c.]

J B

1. John Bradford Letter Book, vol. 1, LC.

2. See Bradford to Hancock, November 28, 1776.

3. See Bradford to Continental Marine Committee, November 11, 1776.

4. See Volume 5.

5. Taken by Washington's schooners *Franklin* and *Hancock*. See Volume 6.

6. See Volume 5.

#### ORDER OF THE MASSACHUSETTS COUNCIL<sup>1</sup>

Council Chamber [Boston] Jany 27. 1777.

Ordered That Benjamin Cudworth of Boston be & he hereby is appointed Water Bailiff for the special purpose hereinafter mentiond and he is accordingly required to repair on board the Brigantine *Rising States*<sup>2</sup> now within or near the Harbor of Boston and with such Assistants as he may need, make due Search through out the said Brigantine, And if he find any persons on board who are enlisted or engaged in the Land or Sea Service of this or the United States, He is to apprehend & secure them untill the further Order of the Council—And all Magistrates Sheriffs & others are required & enjoind to afford the sd Cudworth any Aid he may stand in need of for the full Execution of this Order; And the Officers of the sd Brigantine are particularly enjoind to be aiding in this business and as soon as it is accomplishd He is to notify the said Officers Immediately to appear at the Council Chamber to answer to such questions as the Council may think fit to ask them—

In the Name & by Order of Council  
John Avery Dpy Secy

1. Mass. Arch., vol. 166, 201½.

2. Massachusetts privateer *Rising States*, James Thompson, commander, Mass. Arch., vol. 7, 46.



MASSACHUSETTS COUNCIL TO MESHECH WEARE <sup>1</sup>

Council Chamber, Boston

Jany 27th, 1777.

Sir –

We have great reason to conclude that Capt. [Simeon] Sampson of the armed Brign *Independence* in the service of this State has been taken and carried into Nova Scotia – as we wish to take the most effectual measures for recovering Capt. Sampson & his crew from the Enemy, and as we have not at present within this State seamen Prisoners of War sufficient for the Exchange, perhaps it might be relieving your State from a burthen to allow us to avail ourselves of the Prisoners lately taken on Board the armed schooner (late Capt. Burke) <sup>2</sup> or any other seamen Prisoners of War within your State, for the purpose before mentioned – Please to favour us with your sentiments on the subject by the first opportunity.

In the name & in behalf of the Council I am, Sir [&c.]

J. Bowdoin, Presidt

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 473.

2. Schooner *George* (formerly Washington's schooner *Warren*, William Burke), a tender to H. M. S. *Milford* which had been driven into Portsmouth, N. H., and captured.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN ALEXANDER WILSON <sup>1</sup>

Capt Alexander Wilson,

Sir,

War Office,

Boston Jany 27th 1777 –

You being Master of our Ship *Duc de Chartres*, your orders are to proceed direct for Charlestown South Carolina where you will dispose of your Rum & Sugar to the best Advantage, and purchase a full Load of Rice, with the Addition of such light [illegible] skins, and Bees Wax as your Neat Sales will admit. –

When you are loaded, you are to proceed for Nantes in the Kingdom of France, deliver your Letters to Messrs Jacques Gruel & Company Merchants there, to whom you are consign'd & follow their orders for your further proceedings. –

As your Vessel is to be sold, you with your Men, are [to] take your passage home, in the first Vessel that Messrs J Gruel & Compy may send this Way, but should any of your Men be desirous of being discharg'd in France, you may pay them off, with the Addition of one Months advance wages, should they insist upon it. –

What Money you may want in France, for the payment of your Men or other Disbursments Messrs Gruel & Co will supply, but it is recommended to you to be as frugal as possible.

Upon your Arrival in Charlestown, you will deliver the Letter you have herewith given you to Messrs Alexander Gillon & Compy Merchts there, whose advice and assistance you will avail yourself of, should it be necessary.<sup>2</sup> – You will advise the Board by the Post of your Arrival and proceedings in Carolina, and will observe to forward by the same Conveyance, Duplicates of your Invoice, & Bills of Lading for France –

The Board consent to allow you five pr Cent on the Sales and two & a half pr Ct on the purchase of your Cargo in Carolina, Eight Pounds L. M. pr Month, eight Tons Priviledge out, and two Tons home.

As the season is far advanc'd we would recommend to you the greatest Dispatch, & Heartily wish you a good Voyage. —

By order of the Board,

Sam<sup>l</sup> Phips Savage Prest

P. S. Mr Pliarne a Gentleman from France who it is probable you will see in Charlestown, is intitl'd by Agreement with the Board to ship in your Vessel, Freight free, Six pr Cent on your Cargo, or six Teirces of Rice upon each Hundred, you are therefore to receive the same, & sign Bills of Lading accordingly.

[Endorsed] Boston Jany 29th 1777 — I acknowledge the above to be a true Copy of the orders I have receiv'd from the Honorable Board of War, & promise to obey the same. Alex<sup>r</sup> Wilson

1. Mass. Arch., vol. 151, 406–07, Letters from the Board of War, 1776–1780.

2. Mass. Arch., vol. 151, 34, Letters from the Board of War, 1776–1780.

*Boston Gazette*, MONDAY, JANUARY 27, 1777

Boston, January 27.

Friday 7—night one of the Privateer Sloop *Union's* Prizes arrived at a safe Port, laden'd with 600 Hogsheads Salt, 50 Boxes Lisbon Lemons, and 12 Quarter casks of Wine.

Tuesday the privateer Brig. *Washington*, Capt. [Elias] Smith, belonging to Plymouth, arrived at Beverly from a cruize; off western islands he took a Brig from London bound to the West-Indies, and order'd her into port.

In the above prize was taken a person late belonging to the *Yankey*, Capt. Johnson, who informs, That he made his escape from a prisonship, where he left 22 of his fellow sufferers, and that by what he could learn they were to be carried to the East Indies; that Capt. Johnson had made his escape and got to France; that he sail'd from London the 28th of November; and that some extraordinary appearances of a French War had taken place, as there was 3000 Seamen press'd in one night.

A London print, of the 2d of December, it is said, was taken in the above prize wherein was inserted an account, that an English cutter had taken and carried to England, a vessel from France bound to America, with dispatches, by which they learn't, that the Court of France were determin'd to assist the Americans, with a powerful fleet in the spring. That on the British Court's receiving the account, they immediately gave orders for fitting several large ships, and that 1500 Seamen were pressed in one night, to man them.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD <sup>1</sup>

Sir

Providence Jany 27th 1777 —

The Officers and People have seen Som Certificates from Captn [John Paul] Jones to Some of his Men by which they are apprehensive that the Prize Money is to be Sent to Philada to Mr David Sproat, which gives them great Uneasiness — and they have applied to me to use my Influence that the Money may be Stopp'd I therefore desire you to keep the Prize Money for the *alfred* & *Providence* in your hands untill the returns of their Crews are made to you

So that the Officers & people may Severally receive it of you – I am in behalf of the Officers & people Sir [&c.]

E H –

1. Hopkins Letter Book, RIHS.

JOURNAL OF H. M. S. *Sphynx*, CAPTAIN ANTHONY HUNT <sup>1</sup>

January 1777. Moor'd off Prudence Island as before –  
 Sunday 26: Modt and fair Wr PM Wash'd and smoaked between Decks, at 1 Departed this Life Thomas Smith (Seaman) at 5 sent the boats mann'd & Armed after a Sloop that had Anchord between Prudence and Patience Islands, at ½ past saw a firing from the boats and Sloop at 6 fir'd 3 Nine Pounders as Signals for the boats to Return –  
 Little Wind and Cloudy Wr  
 Monday 27 AM Longboat for Water, at 10 a Row Galley came down the River and Anchord off Warwick Neck, and another went round the North end of Prudence, Do heard the Report of several Guns from the East end of Prudence –

1. PRO, Admiralty 51/922.

NATHANIEL SHAW, JR. TO COMMODORE ESEK HOPKINS, PROVIDENCE <sup>1</sup>

New London Janr 27 1777

I Received yours 20th Inst and have ever Since been endeavouring to furnish you with an Accot of Whatt Interest you may have on Accot of the Prizes that have been sent into this State in my hands but I find that I cannot with any exactness do it, by Reason of the Rum not being Sold, not in Cash for the Stores from New Providence, neither am I furnished with the number of persons who have lost their Limbs in the Service as I suppose these are to be reimburs'd before any Division is made I really wish I could know the names of the Ships Crews who are to receive the prize money that is in my hands for I want to pay them, knowing that the Service Suffers for want of this Division – I have two hundred pounds in Mr Tillinghast hands which I shall for[ward] Soon as I can find what more is in your favour untill then – I am Sir [&c.]

N. B. by the bearer Mr Lyon have sent you 1000 Dollars

1. Shaw Collection, Letter Book, YUL.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

Lebanon, Monday, January 27th, 1777.

Dr. Benjamin Ellis is appointed Surgeon to the brig *Defence*, his pay to begin the 20th of Decr, 1776, when his service began.

1. Hoadly, ed., *Connecticut State Records*, I, 162.

*New-York Gazette*, MONDAY, JANUARY 27, 1777

New-York, January 27.

Thursday last, a Schooner and Sloop were sent in by the *Unicorn*: They were both bound for Virginia, from Boston, and are loaded with Rum and Sugar: By Letters found on board the Prizes, it appears, that several other Vessels were soon to follow them from the same Place, intended for the southern Colonies.

"EXTRACT OF A LETTER FROM PHILADELPHIA . . . DATED JAN. 27." <sup>1</sup>

The brisk trade we have for some time carried on to the French and Spanish islands in the West-Indies, is almost entirely stopped. The English admirals on the West-Indiea stations, exclusive of the men of war and frigates belonging to their squadron, have fitted out and commissioned a number of armed vessels, from eight to fourteen guns each, which are commanded by lieutenants, masters, and mates of the navy, and are stationed to cruize off the Havannah, Monte-Christi, Cape Francois, Cape Nichola Mole, and likewise off St. Eustatia and Curacao; so that our vessels can seldom or ever go in or out of the above ports without being taken. It is said these armed cruisers have within these few months taken upwards of fifty sail of American vessels, some of them privateers.

1. *London Chronicle*, April 5 to April 8, 1777.

MARYLAND COUNCIL OF SAFETY TO DAVID STEWART, BALTIMORE <sup>1</sup>

[Extract]

No 130.

. . . the proportion you are to retain in your hands is two thirds of all the Prizes, and Effects sold, that were taken by the *Defence*. — had the men not received Pay, they would have been entituled to one half, but they having been constantly paid, are entituled only to one third under the Resolves of Convention. — We are &c.

[Annapolis] Jany 27th 1777. —

1. Council of Safety Letter Book, No. 2, Md. Arch.

STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentell Men

West River January the 27 1777

Captain Mathews Com to Me from [y]ou for Cordigg and Canviss I have not So much of Eather as well Compleet the Galley thats fineshed I have firneshed this Galley With feeften or Sixteen Hundred Wait of My one Inglesh Cordig Such I am Shore I Cant git In this State to Replace I have taken Evrey Step to Git metearls for the Seven Galleys and the Nine armd vesells and have ben Continuley Disapointd you no I Deliverd you a bill of Parsels for Evrey thing at first but as Evrey one that you Employed to Build the Galley have Built them on Difrent Construction from What Was first Proposd, itis Emposebell for to no What Metearls is Sutebell for any of them but the two I have Built My self Which are Built agreeable to the Draft I Drew and laid befor the Convention Which the Convention aProved of and Desierd Me to Give the other Builders



Copys of Which I Did I Sapose the other Builders have Consilted you before thay Built on a Difrent Plan

Intend to Baltemore this week to try If I Can Proswaid Msrs Lux and Bowley to Mak Me another Cable If I had a Cable that I Culd venterd this Galley In the Bay With I would sent hir to you long ago I think Captain Mathews Will tell you She is Comple[a]t for the use She Was Intended for Which is Derecoy to the Plan I laid befor the Convention I Shall Call on you as I go up for your Comands and shall Strickly observe them as far as In my Power I have Rigid and fited out fore vesels for you Comple[a]t Which has taken a great dele of Cordigg Canviss Ship Chandle[r]y &c I am Gentell Men [&c.]

Stephen Steward

1. Red Book, XVII, Md. Arch.

JOURNAL OF H.M.S. *Preston*, CAPTAIN SAMUEL UPPLEBY <sup>1</sup>

January 1777	Remarks &ca <i>Preston</i> Chesepeak Bay
Monday 27	2 AM Anchd at day light saw a Brig & 4 Schooners, sent the Boats Mann'd & Armed took the Brig & 3 Schooners Little wind & fair weather cleared the <i>Runfast</i> Schooner the <i>Phoenix</i> dismantled & burnt the Brig & one Schooner. <sup>2</sup>

1. PRO, Admiralty 51/720.
2. Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777, credits only two of the above vessels to H.M.S. *Preston*; the *Runfast*, Nehemiah Sones, master, from Boston with rum and sugar, and the *Content*, Samuel Gale, master, from Marblehead with salt, rum and sugar. The other two are listed as prizes of H.M.S. *Phoenix*; the *Three Friends*, Samuel Robins, master, from Boston with ten hogsheads of sugar, and the *Adventure*, William Jones, master, from Hispaniola with salt.

ADMIRALTY COURT ORDER FOR DISTRIBUTION OF PROCEEDS FROM SALE OF PRIZE SHIP *Jane* <sup>1</sup>

At a Court of Admiralty held in Williamsburg the 27th Day of January 1777. The Marshal having returned to Court an Account of Sales of the Ship *Jane* and Cargo and after deducting the Charges attending the Capture and trial of the same there appears to be due a Ballance of eight thousand three Hundred and Ninety four pounds and Sixpence Half penny It is ordered that the Marshal pay the same to the Treasurer of this Commonwealth and to Capt Thomas Lilly and his Crew of the Brig *Liberty* in such proportions as directed by Law and the Resolutions of the Continental Congress.

A Copy

Will Russell Cl Co[u]rt

1. Papers of the Virginia Navy, brig *Liberty*, VSL.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS <sup>1</sup>

Jany 1777	So Et End of the Frying Pan Shoal So84:47W 72
Monday 27	Lgs [from Cape Hatteras] at 6 A M handd Mizn & F Topsls Close Reft Mn Topsl one Sl in Co <sup>2</sup>

Fresh Gales & hazy at 12 pm saw a Sl to Leewd gave chase  
 1/2 pt fired one Gun shotted & a Volley of small Arms at the  
 Chace & bt her too, sent An Offr & some men on bd of her,  
 the Boat stove & filld alongside, Cut her away, fd the Chace  
 to be a Brig bd from Cape St Nichole to Boston: <sup>3</sup>

1. PRO, Admiralty 51/909.
2. The *Solebay* had sailed from New York January 21, as a convoy for two transports bound for St. Augustine and, eventually, Jamaica, PRO, Admiralty 51/909.
3. The brig *William*, Jesse Harding, master, with a cargo of molasses. The prize was carried into St. Augustine, Howe's Prize List, to October 24, 1777, *London Gazette*, December 2 to December 6, 1777.

#### JOURNAL OF H.M. BRIG *Antigua*, LIEUTENANT WILLIAM SWINEY <sup>1</sup>

January 1777 [English Harbour, Antigua]

Monday 27th Little Wind and fair Wr His Majesty's Armed Brigantine  
 the *Antigua* was this day put in Commission in English Har-  
 bour Antigua by Lt Swiney

1. PRO, Admiralty 51/4117.

#### MASTER'S LOG OF H.M.S. *Roebuck* <sup>1</sup>

January 1777 Antigua So73 W35

Monday 27th A M at 8 the Entrance of English Harbour NWbW 3 mile at  
 9 got a pilot on board at 10 Saluted Vice Admiral Young  
 with 13 Guns turning up English Harbour at 12 Anchor'd in  
 the Mouth of the Harbour in 4 fath. Join'd the *portland*,  
*Pearl* *Seaford* & *Shark* here –  
 Modt and cloudy  
 P. M. Warp'd into the Harbour & Moor'd at the Pitch Kettle  
 Moorings <sup>2</sup>

1. PRO, Admiralty 52/1965.
2. To clean and refit.

#### NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>

[January 1 to January 27, 1777]

I continued cruising with my little Squadron on this service <sup>2</sup> untill the  
 10th Jany during which time we took 11 or 12 Prizes. some of which were laden  
 with Powder & Arms. two were French ships that pretended to be bound to  
 Miquelon the rest were americans Laden with supplys of different sorts for  
 Philadelphia from the West Indies all of which we sent to New York – When hav-  
 ing assurances that the upper part of the River was frozen up, which the severity  
 of the Weather below left no room to doubt of, I moved to the Southward; and  
 having given each of the Captains orders to cruize in certain Latitudes for a lim-  
 ited time, and sent the *Perseus* & *Camilla* off Charles Town Bar, I gave out a gen-  
 eral Rendezvous for the Island of Antigua, Making the best of my way thither,  
 in pursuance of the Admirals Orders to clean & refit my ship: where I arrived

the 27th having taken three Vessels on my passage, one of which was laden with Gun Power & Sail Cloth, Two Articles, of which the Enemy are most in want of.<sup>3</sup>

1. Hamond, No. 6, UVL.

2. Off Delaware Bay.

3. *Adventure*, Lawrence Sandford, master, from Cape St. Nicolas Mole with powder and sail cloth, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS<sup>1</sup>

Sir

Antigua 27th January 1777.

Please to acquaint my Lords Commissioners of the Admiralty, that not having yet received any Account of the *Pomona*, I cannot but Conclude her to be lost and the small Number of His Majesty's Ships now employed on this Station are very insufficient to protect the Trade of the different Islands within the Limits of my Command: I have therefore thought it necessary, and for the good of His Majesty's Service, in order to more effectually to annoy the Rebels Numerous Armed vessels (called Privateers) now Cruizing in these Seas: To Cause to be purchased, Armed, and Commissioned the Rebels Privateer Brigantine lately called the *Putnam*; (which I acquainted their Lordships by my Letter of the 2d November last, had been taken as Prize by His Majesty's Ship *Portland*;) <sup>2</sup> she having been reported on a Careful Survey fit to be made an Armed Vessel for the use of His Majesty, and capable of carrying Ten Guns and Forty Five Men; and I have directed the Deputy Naval Officer at Antigua Yard to draw Bills on the Navy board for £500 Sterling, the appraised Value of said Brigantine; the reported Condition and Valuation of which are inclosed for their Lordships Inspection. The 27th January I caused her to be Commissioned and called the *Antigua*: and have appointed Lieutenant William Swiney, from the *Portland*, to Command her, and took that opportunity to give Lieutenant William Young a Commission as Second Lieutenant of the *Portland*: which their Lordships had been pleased to direct. I am Sir [&c.]

Jam<sup>s</sup> Young.

[Endorsed] Recd - 6 May Dupl Rd 26 Apl

1. PRO, Admiralty 1/309.

2. *General Putnam*, Pennsylvania privateer brig, Captain Charles Ferguson.

28 Jan.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR<sup>1</sup>

Boston 28th Jany 1777

Order'd That Mr Ebenr Foster's Bill for an Anchor for Brig *penet* £46 . . 2 . . 4 be paid -

Order'd That the Commissary deliver Capt Willson [Alexander Wilson] Four Swivels & their Apparatus, also Two small Arms for the *Duc de Chartres* -

Order'd That Colo [Thomas] Crafts deliver Capt Willson Twenty rounds for Four Swivels & Sixty Cartridges for small Arms

1. Mass Arch., vol. 148, 136, 137.

COMMODORE ESEK HOPKINS TO CAPTAINS JOHN PAUL JONES AND ELISHA  
HINMAN, BOSTON <sup>1</sup>

Gentn

Providence January 28th 1777

There is a great difficulty arose weither the Agreement enterd into at Rheedey Island shall be kept to in division of Prizes it has been proposed by Capt Whipple and Mr Thomas Mumford in order to put an End to the Dispute that each Captain should choose a Man of known Character which should determine all disputes of that Nature and the several Crews Shear agreeable to their detirmination and on the whole, I think to prevent Law Sutes it may be better detirmined that Way. — than by Jurys & not only better decided but sooner. — If you Gentn are of that Opinion you will Sign the Arbutation Bond wch Mr Mumford has forwarded to Capt E Hinman by this Oppertunity & apoint your men in the Column against your Names, under the Bond, you will therefore get it done as soon as possible, and you have my Leave to attend the Setling the same if not should be glad you will signify the same so that some other method may be hit on & let it be done Immediately as there's no time to be lost. — I am Gentn [&c.]

Esek Hopkins

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 187, NA.

STEPHEN HOPKINS TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

[Extract]

Providence January 28th 1777

The thirteen Ships who came down the Sound the 26th current, arrived at Newport Yesterday, and are supposed to be the Wood Vessels from Long-Island with their Convoy; they drove on Shore at Point Judith a Sloop laden with Salt: — an Armed Schooner and a Number of Barges from the Harbor of Newport attacked her, and it is most likely will destroy her. —

The Enemy are erecting a Fort or Battery upon Rhode-Island near Fogland Ferry — and also one upon the heights at the North part of sd Island opposite to Bristol-Ferry. —

Some very valuable Prizes have arrived within the State of Massachusetts-Bay the Week last past . . .

1. Jonathan Trumbull Papers, vol. 5, 24a–24b, ConnSL.

MASTER'S LOG OF H.M.S. *Diamond* <sup>1</sup>

Jany [17]77

Remarks onbd his Majestys Ship *Diamond*

Saturday 25

AM Unmored Ship and hove Short Borrowed 2 Long Boats and Brought of[f] 12 Butts of Spruce Beer Moderate and Cloudy Wr P M Loosed sails to Dry at 2 Caryed out a haser to bring the Ship to Sail weighed the Anchor but the haser Breaking before she got away She fell on Bd of a Sloop which Broke in her Stern windows Do Let go the anchor Do Caryed out our small Bower to windward weighed the small Bower and warped her in a Birth and let go the best Br anchor Received a flat Bottomd Boat.



- Sunday 26 at 8 A M. weighed and came to sail stood up the Bay at 11 Anchord with the best Br Between the No end of Rhoad Island and Prudence as did his Majest Schooner *Tryall* at Noon Saild Down his Majestys Ship the *Emerald* Bristol ferry NE and the Church at Bristol NNE $\frac{1}{2}$ E of Providence Island 1 Mile & a half  
first Part Moderate and hazey Wr Latter Calm and Clear PM got the fire Booms out and put arm Chests into the Boats at 8 saw a Gally rowing from Providence towards warwick at 10 the Rebels at Bristol ferry fired 3 shot at Rhoad Island.
- Monday 27th Got up a New Messenger the Old one being much worn aired the Spair Sails –  
The first & Latter part Mod and fair Middle hazey PM at 9 Sent our Boat with the *Centurions* Barge & Long Boat Maned and armed under the Command of the first Lieut to take a Gally we had seen going towards warwick Point
- Tuesday 28 A M at 3 the Boats returned without Suc[ce]ss and Could not Discover the gally Sent the Marines ashore to Prudence Island to Exercise  
Moderate and fine Wr PM got on Bd some water from Prudence Island Employd Exercising great guns

1. PRO, Admiralty 52/1699.

#### JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY<sup>1</sup>

[Lebanon] January 28th, 1777.

Orders were given to Capt. Wm. Coit of the ship *Oliver Cromwell* to order all his officers and men on board said ship to duty and fit said ship for sailing with all possible dispatch, and to land four of the guns on board said ship and put them into the care of Mr. Nathl Shaw junr, taking his receipt, and as soon as the crew of said ship are collected to make return of them that further directions may [be] given for said ship to proceed to sea.

*Voted*, to draw on the Pay-Table for £ 150 0 0, in favour of Capt. Wm. Coit, to enable him to proceed on his cruise.

1. Hoadly, ed., *Connecticut State Records*, I, 163, 164.

#### JOHN PALMER'S JOURNAL OF A CRUIZE IN THE CONNECTICUT PRIVATEER SLOOP *Revenge*<sup>1</sup>

Thursday the 23 Day of January [1777] – a fresh Brease at the Northar'd our C[ourse] S b E Cleare and Coald Se[t] too Sail this Twenty fore howers most all hands See Sick on Board So End 24

Friday the 24 Day of January this morning Reignny and Squally and a Large Sec a Going and We a Lying two under a Trisle all this Twenty fore howers most all hands See Sick on Board and Dull Times – so Ends these 24 howers –

Saterday the 25 Day of January Reignny and Squally and most all hands See sick

on Board and We a Lying two Under A Trisail all this Twenty fore houters – So Ends these 24

Sunday the 26 Day of January this morning Sumthing Reignny and Squally and at 8 am We Hawld Down our Trysail and Set our Squaresail and Stood Coarse SbE fore We had Sprung our Boaldsprit Lastnigt – a Larg See a Going all this 24 howers all Hand Rather Better upon the Count of there being Seesick –

Munday the 27 Day of January this morning Sumthing Reignny But a Lite Brease of Wind and a Large See a Going We Hawld Down our Squaresail and Sot our mainsail and foreSail and Jibb and Stood Coarse S E So Ends these 24 howers –

Tuesday the 28 Day of January this morning at 2 am Squally and Reignny and Sharp Litening and at 8 am Clearde up We Standing Coarse SBE Caried main Sail and fore Sail and Jibb and at 6 Pm took a Dowble reef main Sail and hande'd our Jibb for the Wind freshned by Squalls So Ends these 24 howers –

1. John Palmer's Journal, MHA.

#### ROBERT MORRIS TO THE COMMITTEE OF SECRET CORRESPONDENCE <sup>1</sup>

[Extract]

Philada Jany 28th 1777

. . . I have recd the Copy of a letter from Mr Deane that was taken but was preserved without the Captors every coming at the Contents, it is as follows – <sup>2</sup>

I believe this was wrote at Paris altho dated Bourdeaux for a blind, but am not sure I am a good deal of his opinion respecting the Portugueeze the only doubt is whether that Kings declaration of shutting up his Ports against us, will justify us in the Eyes of the World or in other Words, whether he has given us suffice[nt] cause to declare War on him & his Subjects, If he has we shou'd not hesitate, the bait is tempting & that insignific[ant] Nation can do us no harm.

Our River is now nearly clear of Ice and I propose pushing out Captn Biddl[e] I do think we cannot employ him & the small Vessells better than to send them to Martinico for the Stores mentioned in Mr Ds letter, and I will send out the Indico now here as a remittance towards paying our Debts in that Island I have engaged a proper person to carry your dispatches to France I send him out in a French Ship that if she once gets out to Sea will appear as if She had loaded in Martinico & she is actually Fren[ch] property which gives a fine chance of going safe . . .

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 123–25, NA.

2. Deane to Morris, September 17, 1776, Volume 6, 602.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Philadelphia, January 28th, 1777.

Mr. Nesbitt was directed to pay the wife of Peter Clarke 14 Dollars, being 1 month's pay as Gunner on board the *Vulture* armed Boat Capt. [Jacob] Hance, he being discharged as not fit for duty.

1. *Pennsylvania Colonial Records*, XI, 105, 106.

ADVERTISEMENT FOR A DESERTER FROM THE CONTINENTAL BRIG *Andrew Doria*<sup>1</sup>

Ran away on Saturday last, the 25th instant, from the brigantine *Andrew Doria*, Capt. Robinson, a Negro man named Patrick Dennis, marked with the smallpox. He had on a blue jersey great coat, old shoes and stockings, and canvas trousers. He was taken in the prize sloop *Racehorse*, and is supposed to be concealed in town, or gone to Wilmington in hopes of making his escape in some of the vessels there ready to sail. Whoever apprehends said Negro, and delivers him to Capt. Robinson, or secures him in any jail, shall have Eight Dollars reward, and reasonable charges.

J. M. Nesbitt.

Philad. Jan. 28th, 1777.

1. *Pennsylvania Evening Post*, January 28, 1777.

JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Baltimore] Tuesday, January 28, 1777

The Secret Committee informed Congress, that the brig *Olive Branch*, William Bayly, master, was, by the procurement of Francis Lewis, laden at New York with 718 barrels of flour, on account of the United States, as will appear by bill of lading, signed 26 day of February, 1776, directed to be delivered to Mr. Samuel Carson, at St. Eustatia; that Captain Bayly, contrary to his orders, proceeded to Occoys, on the island of Hispaniola, and there put the cargo into the hands of Mons. Croix, who, by several letters, informed Mr. Carson that he should remit said Carson the proceeds of the flour to St. Eustatia; and, in a letter from said Carson, dated St. Eustatia, 30th November, is the following paragraph:—“I have not received one farthing on account of brig *Olive Branch*’s cargo, and God knows when I will;” that Captain Bayly, after landing the flour at Occoys, made a voyage for Mons. St. Croix, to France, and back to Occoys, where the said Croix loaded the brig, and proceeded with her to this port, where they both are at this time, with the vessel, re-laden with provision, &c. and ready to depart for Occoys; that Captain Bayly pretends he has sold the brig to Mons. Croix, and has taken his single promissory note for payment; but, it is obvious, that they have been jointly trading on the public’s capital, and defrauding both the public and the owners of the brig; that, with the proceeds of the cargo sold here, they have reladen the brig with provisions, &c. and have a residue of [£]2500 cash in their hands:

*Resolved*, That this matter be referred to the Secret Committee who are empowered to do therein what they shall judge to be just and right, and conducive to the public interest.

1. Ford, ed., *JCC*, VII, 64, 66–67.

DIXON AND HUNTER’S *Virginia Gazette*, FRIDAY, JANUARY 31, 1777

Extract of a letter from Sir John Peyton of Gloucester County, to the Hon. John Page, Esq. President of the Council, dated Jan. 28, 1777.

... I have seen Mr. Edward Hughes, who was taken by the enemy last Wednesday. He informs me there are three ships in the bay, a 60,

50, and a 36 gun frigate, under the command of Commodore Hotham. He brought with him the inclosed, <sup>1</sup> and if it is proper that an exchange should be made, shall be much obliged to you for your interest in bringing it about as soon as possible. Mr. Hughes gives great praise to the Commodore for his generous and humane behaviour, who, after being informed the circumstances of Hughes's family, &c. gave him his boat with almost every thing in her, detaining a Negro which he said he understood was a tolerable pilot, but assured him, at the same time, he should be returned as soon as he got a better; that he did not mean to distress individuals who industriously were going from river to river to support their families. – Hughes understood they were to cruise here, and expect 7 or 8 sail more every day.

1. See William Seon to Peyton, January 22, 1777.

#### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Tuesday 28th January 1777 –

Thomas Pollard is recommended to his Excellency the Governor and the honble the Council as a proper person to be appointed first Lieutenant of the *Norfolk Revenge* Galley in the room of Lieut [Charles] Herbert who is appointed to the *Casewell* Galley. –

Ordered that a Warrant Issue to Lewis Jones for One hundred and fifty pounds, upon Account, to recruit Seamen for the use of the Navy, who gave Bond for his faithfully applying the said Money and rendering a Just and true Account thereof when required –

Ordered that the keeper of the Public Magazine deliver unto Capt [William] Deane One hundred and fifty Pounds of Gunpowder, twelve Musquetts, forty Gunflints, two Iron Potts, three Quire Cartridge Paper and as many Swivel Ball and Musquet Cartridges as he may be in want of for the use of the four Boats fitting at Hampton

Ordered that a Warrant Issue to Richard Cary for the use of Houlder Hudgins for forty five pounds it being the Ballance due him for Building two Boats for the Transportation of Troops. –

Ordered that a Warrant Issue to Edward Anderson for One hundred Pounds it being the Ballance due him for Building a Boat for the Transportation of Troops –

Ordered that a Warrant Issue to Capt John Harris for One hundred and twenty pounds upon Acct, for the Purpose of Recruiting Seamen for the Naval Service – Who gave Bond for his faithfully applying the said Money & rendering a Just and true Account thereof when required –

Ordered that the keeper of the Public Magazine deliver unto Capt [Robert] Tompkins five hundred pounds of Gunpowder, four Quire of Cartridge Paper, thirty Two prickers for Musquetts, One hundred Gunflints and fifty pounds of Musquett Ball for the use of the *Henry* Galley. –

Ordered that the keeper of the Public Store deliver unto Capt Tompkins six pounds of Twine one Deep sea Line one speaking Trumpett, two half hour Glasses one two hour Glass, five hundred Pump tacks and two pound of Brimstone for the use of the *Henry* Galley. –



Ordered that Mr William Holt deliver unto Capt Tompkins five Barrells of Bread, five Barrells of Flour, five Barrells Beef, five Barrells of Pork and One hundred Gallons of Spirits for the use of the *Henry* Galley –

Lieut Joel Sturdivant recommended to his excellency the Governor and the honble the Council as a proper person to be appointed to the Command of the *Manley* Galley in the room of Capt Cooke who has resigned his commission. –

Robert Bolling is recommended to his excellency the Governor and the honble the Council as a proper person to be appointed first Lieutenant of the *Manley* Galley in the room of Lieutenant Sturdivant who is recommended Capt of the said Galley –

George Chamberlaine is recommended to his Excellency the Governor and the honble the Council as a proper person to be appointed as second Lieut of the Brig *Musquetto* in the room of Robert Bolling who is recommended as first Lieut of the *Manley* Galley. –

Ordered that William Holt deliver unto Capt [William] Ivey two Barrells of Beef, two hhds of Pork, five hundred pounds of bread, two Barrells of Flour, five Gallons of Vinegar and twenty Gallons of Spirits for the use of the Sloop *Liberty*.

Ordered that the keeper of the Public Store deliver unto Capt Ivey twenty yards of Oznabrigs – four pounds of Twine, five hundred pump Nails, four Palm Irons, two half hour Glasses, two half minute Glasses, two Quarter Minute Glasses, three Loglines, one Compass, one Lanthorn, one Spic glass and one Tin Kittle for the use of the Sloop *Liberty* –

Ordered that the keeper of the Public Magazine deliver unto Capt Ivey three Quire of Cartridge Paper and two Iron Potts for the Sloop *Liberty*. –

Adjourned till tomorrow Morning ten of the Clock. –

Signed, Thomas Whiting 1st Comsr –

1. Navy Board Journal, 162–65, VSL.

# JOURNAL OF H.M. ARMED SCHOONER *Porcupine*, LIEUTENANT JAMES COTES <sup>1</sup>

January 1777

At an Anchor in the Old Road Turks Island

Tuesday 28

at 11 AM Boarded a Schooner,<sup>2</sup> which proved to be from Baltimore with dry Goods & Bolts of Canvas at ½ past 2 PM Sent the Schooner down to Port Royal with a Quarter Master, 3 hands & the Master of her.

1. PRO, Admiralty 51/702.

2. Schooner *Fanny*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

## TRIAL IN ANTIGUA VICE ADMIRALTY COURT OF PRIZE SLOOP *Mary* <sup>1</sup>

Antigua.

At a Court of Vice Admiralty held for the said Island of Antigua at the Court house in the Town of Saint John in the said Island on Tuesday the twenty eighth day of January in the Year of our Lord 1777. –

Present

The honorable Edward Byam Esquire Judge. —

Our Sovereign Lord the King

against

The Sloop *Mary* Giles Mansfield Master and her lading seized and taken as Perquisites of the Admiralty by Morto Downey and others, and brought into the Harbour of Saint John in the said Island of Antigua. —

Proclamation being made and the Court called and sat and a Monition duly issued being proved by the Marshal of the said Court, The substance of the Libel was opened by Mr Attorney General of Counsel for his Majesty. —

Whereupon and upon hearing the preparatory Examinations taken in this Cause read, and also upon hearing the arguments of Mr Attorney General in support of the said Libel. —

Proclamation was made for all Persons having any Right, Title or Claim to the said Sloop *Mary* her Tackle, Apparel, and Furniture and the Goods, Wares, and Merchandize on board to come in and Claim the same and no person appearing His Honor the Judge proceeded to pronounce sentence in the following manner vizt. —

In the Name of God Amen, I Edward Byam, of the Island of Antigua Esquire Judge of his Majesty's Court of Vice-Admiralty of the said Island, and also duly appointed to hear and determine all and all manner of Causes and Complaints as to Ships and Vessells and Goods seized and taken as Prize specially constituted and appointed having heard, seen, and understood and fully and maturely discussed the merits and circumstances of a certain Business of taking or seizing of a certain Sloop named the *Mary* whereof Giles Mansfield was Master her Tackle, Apparel and Furniture and the Goods taken therein by virtue of and under a certain Act of Parliament made and passed in the sixteenth Year of the reign of his present Majesty Intituled An Act to prohibit all Trade, and Intercourse with the Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pensylvania, the three lower Counties on Delawar, Maryland, Virginia, North Carolina, South Carolina, and Georgia, during the continuance of the present Rebellion within the said Colonies respectively; for repealing an Act made in the fourteenth Year of the Reign of his present Majesty to discontinue the landing and Discharging lading or Shipping of Goods, Wares and Merchandize at the Town and within the Harbour of Boston in the province of Massachuset's Bay, and also two Acts made in the last Session of Parliament for restraining the Trade and Commerce of the Colonies in the said Acts respectively mentioned, and to enable any Person or Persons appointed and authorized by his Majesty to grant Pardons, to issue Proclamations in the Cases, and for the Purposes therein mentioned by a certain non Commissioned Sloop named the *Reprisal* whereof Morto Downey was Master and brought into the Port of Saint John in the said Island of Antigua which was lately and still is depending before me as rights and Perquisites of the Admiralty, and against all Persons in General who have or pretend to have any Right, Title, or interest in the said Sloop *Mary* her Tackle, Apparel and Furniture and the Goods therein taken and I having duly proceeded therein do hereby pronounce, decree, and declare that the said Sloop *Mary* her Tackle, Apparel and furniture and the Goods therein taken were rightly and duly taken and seized by

the said Non Commissioned Sloop *Reprisal* as being the Sloop and Effects of Open Enemies by virtue of and under the said Act of Parliament and as such ought to be accounted and reputed and liable and subject to Confiscation and to be adjudged and condemned as and for the Sloop and Effects of open-enemies And I do hereby adjudge and Condemn the said Sloop *Mary* her Apparel [and] Furniture and the Goods therein taken as and for the Sloop and Effects of open-enemies and rights and Perquisites of the Admiralty and liable to Confiscation by this my definitive Sentence or final Decree. —

Whereupon John Burke Esquire and Thomas Daniell Esquire of Counsel for Alexander Dover, Nicholas Taylor, and Thomas Bell, Bertie Entwisle, Samuel Jeaffreson, Joseph Brown, and Saml Brown, Thomas Montgomery, and Campbell Brown, John Wilkins, James Stilling, Robert Addison, and Thomas Willock, George Redhead, and John Otto Bayer Owners of the said Sloop *Reprisal* prayed that a proper reward or Gratiuity might be decreed to the said Owners for seising and taking the said Sloop *Mary* her Tackle, Apparel, and furniture and the Goods therein taken and upon reading the Deposition of Thomas Bell of the Island of Antigua Merchant and the Schedules thereto annexed marked respectively A: B: & C: I the said Edward Byam do hereby further Order Adjudge and decree that the said Sloop *Mary* her Tackle, Apparel, and Furniture, and the Goods therein taken to be sold and disposed of at Public Sale by the Marshal of this Court or his lawfull deputy and that the monies arising by such sale be paid to such owners or some or one of them after deducting all necessary Costs and Charges, upon Good and sufficient Security being first given by them or some or one or more of them with two or more Securities to be approved of by me or my surrogate or by the Judge of the Admiralty for the time being of the said Island of Antigua or [illegible] surrogate to his Majesty his heirs and Successors to refund such Monies or any part thereof to his Majesty his heirs and Successors or to such other person or persons as shall be appointed to receive the same or any part thereof by his said Majesty his heirs or Successors or by any other person or persons thereby lawfully authorised in Case his Majesty his heirs or Successors shall think proper to Order and direct such monies or any part thereof to be refunded, And I do hereby further Order, Adjudge, and decree that the said Marshal or his Deputy do and shall within the space of Sixty Day's from the time of my Decree make a return of the Sale of the said Sloop *Mary* her Tackle, Apparel and Furniture and Goods therein taken and to whom sold and at what respective Prices the same were sold and that such return be signed by the said Marshal or his Deputy and by the Person who shall be appointed in this Island for receiving his Majesty's Casual Revenue thereof and by the said Owners of the said Sloop *Reprisal*, or any one or more of them. —

Whereupon Thomas Warner Esquire his Majesty's Attorney General prayed an Appeal from so much of the said Sentence as Ordered and directed any part of the Money arising by the sale of the said Sloop *Mary* her Tackle, Apparel, and Furniture and the Goods therein taken to be paid to the Owners of the said Sloop *Reprisal*

[Endorsed] Antigua March 7th 1777. A True Copy Geo: W<sup>m</sup> Jordan Registr in Admiralty.

[Second endorsement] No 11: Antigua. In the Court of Vice Admiralty Our Sovereign Lord the King against The Sloop *Mary* Giles Mansfield Master and her lading seized and taken as Perquisites of the Admity by Morto Downey and others. — Sentence of Condemnation. —

[Third endorsement] In Adml Young's Letter Dated 8 March 1777 —

1. PRO, Admiralty 1/309.

## 29 Jan.

### MINUTES OF THE NEW HAMPSHIRE COMMITTEE OF SAFETY <sup>1</sup>

[Exeter] Wednesday, Jan'y 29th [1777].

Ordered the Recr Genl to pay Timthy Bradley & Jonathan Eastman £6-15, for boarding five officers, late of the Schooner *George*, 3 weeks at 9/ Each pr Week

1. *Collections of the New Hampshire Historical Society*, VII, 73.

### JOHN BRADFORD TO ROBERT MORRIS <sup>1</sup>

[Extract]

Boston 29th Jany 1777

. . . the ship at plymouth I there mentd with the Sassaparilla, Log Wood &c was sold at private Sale to the Board of War of this state who (I may venture to say to you) I am afraid are making very Wild Steerage much to the detriment of the State: they have been making many and large purchases: and are sending abroad for Articles that may be wanted, but they give such very exorbitant prizes for their Vessels & Cargoes: and such unheard of Wages & privileges to their masters and men that its evident the masters will realise full a third part of the whole Cargo, it so effects the private merchs others Asking the same those state gentry has that ruin must be the Consequence unless they alter their measure. —

I wish to receive Orders from the [Secret] Committee what to do with the Brig *Tryton* & the Cargo of 220 Fr Salmon purchas'd in her & to know what to fill up with, I have bot but two of the four Vessels order'd by the Honble Committee, But I purpose to buy the *Mellish*, she was a Bomb Ketch in the British Service, Capt [John Paul] Jones thinks she would make a fine 20 Gun ship with some alterations. . . .

Capt Hinman who now commands the Ship *Alfred* by order of Commodore Hopkins making alterations on her that it will be 6 Weeks before He can go to Sea, the *Cabot* has been ready for the Sea above a Month, but the Captain & Men were called to Providence to mann their Frigates. Captain Oldney [Joseph Olney] who now commands her is manning her & I hope will soon sail, paying off the Portridge Bill of those Ships calls for a great Sum of Money.

1. John Bradford Letter Book, vol. 1, LC.



PAUL ALLEN TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Hond Sir

Bedford Jany 29. 1777-

your favor of the 26th Int I Recd with the Vote of the Council directing Me to take Charge of the *Diamond*,<sup>2</sup> at which time she was drove up by the Gale of with [*sic* wind] & Ice almost high & dry -

have not been able to Get her off as yet hope I Shall this high Water have got the Guns, Powder &c &c out & Stor'd in Capt Mayhews Store which please to inform Mr Jno Jenckes that he may know where to send for them

I meet with Great difficulty in fitting her away, No men nor provision to be had, nor Sail makers to mend her Sails indeed here is nothing to be done

it's uncertain whether Mr. Coffin will Go as master. Can't you forward the Bills payable to Capt Coffin or whoever shall Command the *Diamond*?

the Bearer waits while I Rite from [&c.] Paul Allen

1. Letters to the Governor, vol. 9, 1776-1777, R. I. Arch.

2. Rhode Island privateer *Diamond*, owned by Nicholas Cooke and Thomas Hazard.

PETITION OF SHIPWRIGHTS TO THE NEW YORK CONVENTION <sup>1</sup>

Poughkeepsie, Jany 29, 1777.

The Humble Petition of Ship Wrights now Employ'd on the Publick work att Poughkeepsie.

Worthy Gentlemen:

It is with the greatest Reluctance Imaginable we your humble Petitioners are under the disagreeable Necessity of thus addressing you By this their Humble Petition Respecting our Wages nor should we att this time presume to Intrude on your Goodness did not Every Idea of want & Misery most Impertinately stare us in the face, occasion'd By the Curtailing of our wages and the great Rise of every Necessary of Life which we Need not mention, for we make no Doubt but that the Honble Convention are fully acquainted with the Prices of all nor will they Bear mentioning In Competition with our wages which is no more than 8s. Pr Day & 10s.6d. Pr Day for the Foreman much Less than has been known for a Serious of years Before the Last. We also take Liberty to say that not a Mechanick that Derives Protection from the Honble Continental Congress but has greater wages now than they Had Before this unhappy Civil war Began Except Ship Wrights & Joyners and it's Evident to a Demonstration that they in a particular manner are the Great Bulwark of the Navy, which no war Can be vigorously Prosecuted without, altho the Projectors thereof are held in Little Esteem, But we your humble petitioners fearing to tire your Patience Make no Demand But beg your Consideration But a few Moments on the Nature of this our Petition. We make no Doubt but from the readiness of your Honours to Receive Petitions the Natural Inclination to Releve the opprest your Right to justify the Injured and your Power to Encourage the Sons of Liberty that you will augment such a Due Proportion to our Present small Wages as will make the Hearts of your Humble Petitioners Leap for Joy that has been so Long swoln against the unknown Curtailor of our Wages. Then worthy Sirs you will have all the prayers that can

Flow from the gladned Hearts of Sirs Your Devoted most obedient Faithfull  
Servants to Command, Signed by Order and in Behalf of the Body of Mechanicks.

George Peek, Clk

To the Honbl. Convention of the State of New York.

[Endorsed] Jan'y 30, 1777. Lowest wages for which the Foreman of the Ship  
Carpenters & the Journeymen agree to take to continue in the Service of this State  
viz., Robert Hatton, Foreman, 14s. pr Day & a half Pint Rum; George Peek, in  
Behalf of himself & the Rest of the Journeymen, 11s. pr Day & half pint Rum.

1. *New York Historical Manuscripts*, I, 616.

#### CAPTAIN JOHN HAZELWOOD TO THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Gentlemen,

[Philadelphia] Jan'y 29th, 1777.

As it is now time for us to be Employd In prepearing and geting in Order our  
fire fleet and armed Boats, to be as Earley as possible fit for action, Thought  
Proper to lay before you our wants for That purpos, Vizt: —

For the appointment of two Cpts for two armd boats. The one that came  
upp from the Capes, the Other now allmost Built. I whould wish To Recommend  
my son, Thomas Hazelwood, for one, and Mr [James] Brown, Lieutenant of the  
fire Brig, For the other.<sup>2</sup> & I whould wish to have an order On mr [Robert] Towers  
for what we may want for the making Fals fires, Sky Rocketts, & some Port fires,  
as night Signales for our fleet, & an order on Mr. [William] Richards for what we  
may whant of him. I am, Gentn [&c.]

John Hazelwood.

1. *Pennsylvania Archives*, 1st series, V, 205.

2. *Ibid.*, 2nd series, I, 292, 345, on February 1, 1777, Thomas Hazelwood was appointed captain  
of the armed boat *Fame*, and James Brown, captain of the armed boat *Tormentor*.

#### CAPTAIN SAMUEL ARNOLD TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Gmtlmen

I Would In form you thate I arrivd Hear aftr a Vary Long pasage Which  
Was 16 days I had the mis fortan To fal In Company With Too Ships of War  
40 & 20 of[f] Cape Hanray which I Was I[n] Compny 36 hors Before I got Withen  
the Cape which I Cared a way my man Bome Come To ankar near the Shore  
which the Ships Come In and drove me a Shore which I was ondr a gard for three  
days To Safe the Vasal and Corgo By the Halp of a dark Nite and a far wind  
I Came a way & prsead for Baltimore which I find Vary moch frose flowar is  
Vary Scase Not Las 20 Shilens To 22 and vary Litel at that thare Is not Las  
then 10 Sale from the Northrd Her for flouer I hafe Sold my Corgo Rom  
15/ Sugrs at 6/ pond and Shal prsead To Load as fast as po[s]abal and for  
Borston Ef Posabal To git out of the Cape I Shal make a Bad Vo[ya]ge for mr  
Loring Cared a way my Bome Lost a Cabal and ankor I ramam yours To  
Serve

Sam<sup>11</sup> Arnold

Baltimore Janary 29: 1777 —

1. *Mass. Arch.*, vol. 152, 33, Board of War Letters, 1776–1777.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Wednesday 29th January 1777. –

Mr. Christopher Tompkins is recommended to his Excellency the Governor and the honble the Council as a proper person to be appointed second Lieut. of the *Henry Galley* in the room of George Chamberlaine who is appointed second Lieutenant of the Brig *Musquetto*. –

Ordered that a Warrant Issue to Capt Robert Tompkins for One hundred and eighty pounds – upon Account, for the Purpose of Recruiting Seamen for the use of the Navy. – Who gave Bond for his faithfully applying the said Money and rendering a Just and true Account thereof when required –

Capt John Calvert received Instructions to take under his Command the Gallies now lying at York and Proceed immediately to Annoy and Distress the Enemy, which are now lying in the Bay, all in his power, and also to take the Command of such other Gallies that may hereafter join him for the purpose aforesaid informing the Board from Time to Time of any Occurrences that may happen worth relating and also of the Number and Station of the Enemy's Vessels. –

1. Navy Board Journal, 165–67, VSL.

ST. GEORGE TUCKER, JR. TO ST. GEORGE TUCKER, WILLIAMSBURG <sup>1</sup>

[Extract]

Westover Jany 29th 1777.

I am sorry to Inform you that we were on Tuesday Night last under the disagreeable necessity of removing from Jamestown to Westover by an alarm given by a Gally and one of the Privateer's that the Men of War were within a few Miles of us, we Immediately Weigh'd Anchor and proceeded as fast as Possible to this place; where we are now lying in Idleness untill we can hear from you, the Captain is under the utmost Anxiety to know in what manner to Act. I went to Williamsburg a few Days ago to write to you, but Mr Jameson inform'd me that he had wrote you but a Day or two before very particularly, that the Men of War were at Point Comfort, and that there were no possibility of our geting up the Bay . . .

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

CHARLES BIDDLE TO DANIEL OF ST. THOMAS JENIFER <sup>1</sup>

Sir

Mole St Nichola Jany 29 1777

The Schooner *Ninety two* belonging to your state, having been Oblidg'd to put in here in distress, Capt Rogers applied to me for Assistance and put his Vessell and Cargo into my Care. I have done every thing in my power to get the best prices for his Cargo. the flower have sold at fifty four livers the barrell bread at thirty P hundred: the Tobacco was most of it damaged, entirely thro Carelessness in the Stowage – the Vessell Came in here like a Wrack and from what I can learn, the Villian that was Mate Would have Carried her down to Jamaica but for a fall he got the day before the Vessell Arrivd here: I will Make him an example to such rascals. – By Capt Ford I have ship'd you the goods mention'd in the Invoice.<sup>2</sup> as his Vessell sails remarkably fast, I think there will

be less danger than in Capt Rogers, and expect he will be with you a good deal sooner – they are the best and Cheapest that Could be got. have not agreed for the freight, but as the Vessell is in ballast, and the goods for the publick Acct I suppose they Wont Charge Much – Capt Rogers will get his Vessell ready in four or five days, by which time all his Cargo will be aboard Consisting of Salt and other Articles you Want. – If any of your Vessells should come this way, shall be happy in doing Every thing in my power to serve them: By the last Accounts from Europe, a large fleet of Spanish Men of War, and transport saild from Cadiz suppos'd to be bound for Cuba. I am Sir with Great respect [&c.]

Cha<sup>s</sup> Biddle

1. Executive Papers, Box 2, Md. Arch.

2. Biddle shipped 250 muskets and 6 bales and 2 cases of dry goods in the schooner *Betsey*, Executive Papers, Box 2, Md. Arch.

30 Jan.

CAPTAIN HECTOR MCNEILL TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

Gentlemen

Boston Jan'y 30th 1777 –

I did apply last Monday Morning for an Order of your Honourable Board to Search a Certain Privateer call'd the *Rising States* – on board of which I had reason to think some of my Men were embark'd with an intention to desert the Publick Service –

The Order was Granted and a proper Officer appointd for that Service but before these could be Accomplished the Vessell Sail'd –

Your Honours thought proper on farther information to order Mr Cudworth down to Plymouth, as it was reported the privateer would call in there to receive on board a Certain Capt'n [James] Thompson, & others, who were to proceed on a Cruise in the Vessell Aforesaid – Mr Cudworth did proceed to Plymouth or near it and return'd to this Town last evening, and reports as follows –

That being met on the road by the Honble B. Genl [James] Warren to whom he related the Business on which he was going – The General told him that no such Vessell was or had been Lately at Plymouth – on which Mr Cudworth return'd in Company with the General and were met on the Road by our Capt'n of Marines whom I had dispatched after Mr Cudworth to Assist him if Necessary – he also returns with Genl Warren & Mr Cudworth & having taken Lodgings on Tuesday evening at Mr Cushing's of Hingham, they were soon joined by the aforesaid Capt'n James Thompson of the Brig *Rising States* who brought with him in a Coach five Sailors –

Capt Thompson seem'd a little alarm'd at Seeing Mr Cudworth and our Officer of Marines at that place before him but as none of the five Men with him were personally known by our officer, Mr Cudworth let them all pass – Genl Warren advised our Capt'n of Marines to return to Plymouth which he Accordingly did yesterday Morning before the Coach or its passengers were Stiring, Mr Cudworth informs no farther of his proceedings.

I had sent two Officers on Tuesday to Marblehead having had information that Men were to be collected at that place & sent over to Plymouth, Those



Officers are now return'd and report to me that they found a Certain Mr [Henry] Fritz now Capt'n of Marines and a Certain Mr [Josiah] Martin now Carpenter of the *Rising States*, with them they also found about Nine Men who were then waiting an opportunity to go off on board the above mention'd Brigtn which was then in Sight Lying off, and on; the Harbours Mouth –

My Officers apply'd to the Committee, who could give them no other Assistance than to call those Officers before them, and on examination they did confess that they were bound on a Cruise on board the said Brigtn *Rising States* but would give no farther Satisfaction –

I thought it necessary to give your Honours the above information as soon as possible and am Your Honours [&c.]

Hector McNeill

1. Mass. Arch., vol. 196, 180–181b.

*Independent Chronicle*, THURSDAY, JANUARY 30, 1777

Boston, January 30, 1777.

Saturday arrived in this Harbour, the Bark, *John*, laden with dry Goods, lately captured by John Fisk, Esq; in the *Tyrannicide*, State Vessel of War.

*Continental Journal*, THURSDAY, JANUARY 30, 1777

Boston, January 30.

By a Person late from Halifax, who was on Board the British Pirate *Renown*, Capt. [Francis] Banks, while that Ship lay in this Harbour, informs, That he with 13 New-England Men, was put on board the Boats which were Ordered to Attack the brave Capt. [James] Mugford, and that the Pirates put those Sons of America in the Front of the Battle to *Cover themselves*, whereby some of our Sons were Slain by their Friends! –

Remember this O Americans, and let your Justice whet her Sword to Revenge the innocent Blood of your murdered Children.

*Connecticut Journal*, THURSDAY, JANUARY 30, 1777

New-Haven, January 30.

Capt. Solomon Phips, of this Port, sailed from New-London, in a Brig for the West-Indies, the 29th Ult. and the next Day was taken by the *Cerberus* Frigate, and carried into Newport, where he was detained a Prisoner 17 Days, when he and his Company were exchanged.

JOURNAL OF AMBROSE SERLE <sup>1</sup>

[New York] Thursday 30th [January].

A Ship of War (the *Greyhound*) with 13 Sail of Transports, & 2000 Troops on broad [i.e., board] came down Connecticut Sound this Morning. The Rebels about W. Chester instantly scampered away, from an evident Belief, that they were intended to land & cut off their Retreat.

1. Tatum, ed., *Serle's Journal*, 181.

ROBERT MORRIS FOR THE MARINE COMMITTEE TO CAPTAIN NICHOLAS BIDDLE,  
CONTINENTAL FRIGATE *Randolph* <sup>1</sup>

Sir

[Philadelphia] January 30th 1777

I have undoubted intelligence that there are not any men of war at the Capes indeed as an evidence of it a large Ship is come up the Bay, I therefore think it highly proper that you proceed to sea immediately, and as you have now more men considerably than you had when I gave your last orders, I think proper to recall those and instead thereof you must Observe the following Instructions. —

You are first to make returns to the Board of Assistants of all the Stores in each department, that your Boatswain, Gunner and other officers may account for what is under their respective care and the same with provisions. Return also a compleat List of your Officers and men on board, but as I would wish you not to loose One Moments time in getting out to Sea these returns can be made out as you go down and may be Sent up from the Capes therefore you are to make the best of your way down the moment the Ice will permit, and I expect the *Hornet* and *Fly* will be in readiness to go down with you. If so you had best keep them Ahead to look out. Several Merchantmen will also go down with you, and you are to convoy them fairly off to Sea and keep with them for a few days if possible soon as you find yourself fairly out at sea, you will no doubt try the ships Sailing and I expect she will perform wonderfully in that way; you will of course exercise your Men at the great guns, and prepare them for action soon as possible.

The Marine Committee now at Baltimore have instructed Commodore Hopkins to fit out the two Continental Frigates *Warren* and *Providence* with all possible expedition, and to order them forthwith to proceed on A Cruize upon the enemies ships of war that are interrupting the commerce of the United States from the Harbour of Newport to the Capes of Virginia and they are to take burn, Sink, and destroy all such of the enemies Vessels as they shall fall in with. <sup>2</sup> These are the Instructions for those Ships and therefore I think they must be proper for you and for your encouragement in this service I must Observe that there are no Cruizing Ships an over Match for you except the two Deckers, for altho you think you have not seamen enough yet this is just their case, except the *Roebuck* there is none of them half manned, therefore you have only to avoid two Deckers or engaging when there is more than one in Sight. Any of their other single ships you need not fear, especially if you can persuade your men to board, remember what a glorious exploit it will be, to add one of their frigates or 20 Gun Ships to our Navy in A few days after you get out and if the *Randolph* has but Heels I think you can and will do it you will then get seamen plenty. If your ships sails remarkably fast you may take libertys with them, If she does not be more cautious and try to find out her trim. I shall send a Copy of these Instructions to Congress and it is possible they may send fresh orders to you, which shall be lodged with Henry Fisher at Lewis Town, and the light House will be ordered to shew a large white sheet when they have any orders for you and find A frigate in sight.

Should any unfortunate accident befall you destroy these orders rather than let the enemy get them, and you will as opportunities occur transmit us Accounts of your proceedings. You'l observe that many merchant Vessels are expected in with

valuable Stores to this port, therefore you'l Afford them All possible protection and had best keep in their tract as long as you can. —

I wish you would send me Signals by which you may be known, in case we should send out any of our Small Cruizers to look for you, also to deliver to the other frigates that may go from hence Rhode Island &c.<sup>3</sup> You will be careful of the *Randolph* her Stores and Materials, kind to your Officers and Men, but observing Strict discipline, humane to your Prisoners, and send your prizes into safe ports With the best wishes for your Success I am Sir [&c.]

Robt Morris V: P:

1. Marine Committee Letter Book, 49–50, NA.
2. See Marine Committee to Hopkins, January 21, 1777.
3. Biddle supplied the necessary signal, "a White Jack at the fore top mast head and a Pendant over it;" see Morris to Elisha Warner, February 15, 1777.

### JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Baltimore] Thursday, January 30, 1777

*Resolved*, That a standing committee, to consist of five members, be appointed to hear and determine upon appeals brought against sentences passed on libels in the courts of Admiralty in the respective states, agreeable to the resolutions of Congress; and that the several appeals, when lodged with the secretary, be by him delivered to them for their final determination:

The members chosen, Mr. [James] Wilson, Mr. [Jonathan Dickinson] Sergeant, Mr. [William] Ellery, Mr. [Samuel] Chase, and Mr. [Roger] Sherman.

1. Ford, ed., *JCC*, VII, 71, 75.

### JOURNAL OF THE VIRGINIA NAVY BOARD<sup>1</sup>

[Williamsburg] Thursday 30th January 1777.—

Ordered that the keeper of the Public Magazine deliver unto Capt [John] Harris Twenty Musquetts, Twenty Bayonetts, Twenty Cartouch Boxes, two hundred Flints fifty four pound Cartridges, 100 lb Musquett Ball, two W[illegible] pieces and some Sheet Lead for the use of the Brig *Musquetto* —

Ordered that a Warrant Issue to John Pasteur for the use of himself, Charles Bailey, Samuel Watts, & Thomas Watts for Four hundred and twenty five pounds for a Pirot Boat Call'd the *Molly* Purchased by the Commissioners of the Navy for the use of this Commonwealth as will appear by a Bill of Sale filed & Ordered to be Recorded. —

John Pasteur is recommended to his excellency the Governor and the hon'ble the Council as a Proper person to be appointed to the Command of the Pilot Boat *Molly*. —

Mr Paul Loyall is recommended to Richard Henry Lee Esq as a proper person to be joined with Mr James Maxwell as an Assistant to Superintend the Building of any Ship or other Vessel that now is or hereafter may be directed to be Built in this State by Order of the hon'ble the Continental Congress. —

The Board having had under Consideration the Building of two Frigates directed to be Built in this State by the hon'ble the Continental Congress are of Opinion from the Information they have received from Mr James Maxwell and Mr David

Stodder who were directed to View the different places in this State that Gosport in the County of Norfolk is the most proper place for that purpose and therefore with the Advice and Consent of the honble John Page, Dudley Digges, John Blair and David Jameson Esqrs four of the Members of the hon'ble the Privy Council have Ordered the said Frigates to be Built there accordingly. —

Ordered that a Warrant Issue to David Bell for the use of Sampson Matthews for six hundred Pounds, upon Account, to Purchase Hemp for the use of the Rope Walk —

1. Navy Board Journal, 167–68, VSL.

*South-Carolina and American General Gazette*, THURSDAY,  
JANUARY 30, 1777

Charlestown, January 30.

On Friday last the British Frigate *Perseus*, Capt. Elphinstone, appeared off this Harbour, and chased several Vessels in. A Boat, with six American Prisoners, whom the Captain had set at Liberty, came ashore that Day to Fort Moultrie. The *Perseus* came to an Anchor near the Bar, but the Wind rising, put out to Sea at Night. Next morning she appeared off again, received six British Prisoners sent from hence, dismissed four more Americans, and of three Vessels coming in took two, viz. Capt. Newell in a Sloop from St. Thomas's, and a French Schooner.<sup>1</sup> The Frigate has since disappeared, and it is said is gone to the West-Indies with her Prizes.

1. See Journal of H.M.S. *Perseus*, January 25.

### 31 Jan.

“A LIST OF BRITISH PRISONERS SENT FROM THE STATE OF NEW HAMPSHIRE, LATELY TAKEN BY SEA & LAND, AND BROUGHT THERE; SENT AT THE DESIRE OF GEN. WASHINGTON UNDER THE CARE OF CAPT JNO HAVEN TO BE DELIVERED TO THE COMMANDING OFFICER OF THE BRITISH ARMY AT NEW PORT ON RHODE ISLAND, JANY 31ST, 1777”<sup>1</sup>

[Extract]<sup>2</sup>

Names	Rank	Vessel
Richard Willis	Captain	Of the armed Schooner <i>George</i>
Jos. Hanwell	Midship- man	do.
Alexr Reed Elliot	Ditto.	do.
Owens Williams	Ditto.	do.
Magnus Banks	Ditto.	do.
David Garret	Gunner	do.
Henry Johnson	Boatswain	do.



Names	Rank	Vessel
William Chapple	Carpenter	do.
Samuel Mills	Sailor	do.
John Mills	do.	do.
John Scott	do.	do.
John Garoon	do.	do.
Patrick Clark	do.	do.
Thos Sharrack	do.	do.
James Amesbury	do.	do.
John Ellison	do.	do.
Jno Blackeldon	do.	do.
Jno Keeling	do.	do.
Saml Anson	do.	do.
John Loring	do.	do.
Geo. Polloxfen	do.	do.
Richard Singer	do.	do.
David Nadreck	do.	do.
John Fudge	do.	do.
Wm. Lewis	do.	do.

I hereby certify that the persons named in the aforesaid list belonged to the armed Schooner *George* which was wrecked on the 26th day of December last near Piscataqua Harbor and were made prisoners by the Americans.

Richard Willis, Captain.

Charles Hartford	Captain	Of the Ship <i>Hero</i>
John Taylor	Carpenter	Do.
Edmund Butler	Boy	Do.
Dick	A negro.	Do.

I hereby certify that the Ship *Hero* bound from Jamaica to New York, was taken by the *McClary* an American Privateer & bro't into Piscataqua Harbor, New Hamp.

Charles Hartford, Master.

---

Lawrence Boden	Captain	Of the Ship <i>Royal Exchange</i> .
James Nutt		

I hereby Certify that the Ship *Royal Exchange*, bound from Grenada to London was taken by the *Columbus* an American Privateer, and brought into Piscataqua Harbour.

Lawrence Bo[w]den, Master.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 476-78.

2. Mariners only; no prisoners taken on land.

REPORT OF THE COMMITTEE ON THE STATE OF BOSTON'S DEFENSES <sup>1</sup>

[Extract]

In the House of Representatives Janry 31st 1777.

The Comtee of Fortification, appointed by a Resolve of the General Court of the 15th Inst, to make report, to this Court, of the present State of the Fortifications & other works of Defence in & near the Harbour of Boston, & what they judge further necessary to be immediately done in order to put Said Harbour into a better State of Defence – And also to Report what number of Men & Guns they apprehend necessary to defend the Same; & Report a General Plan of Defence in Case of an Attack; Report, . . .

. . . Supposing an Attac[k] from the Sea; Hull must be particularly attended to, with the works near it further up the Harbor, few men wou'd be Suddenly wanted; for as Hull lies most exposed, there, & near it, must always be a good Garrison to prevent a Surprise; but upon an alarm, all the other Forts further up the harbor, will be filled with Men before an enemy can force his Passage; and no Officer, of the Enemy, who knows his duty, will ever venture to force his passage into this Harbor, until he has made himself master of Nantaskett (Supposing it the harbor to be fortified as aforesaid) for there would not be any chance for his Safety.

[Endorsed] In Council Feby 4. 1777/ Read &amp; sent down

Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 137, 142–46. This long report details the condition of the various fortifications, and the committee's recommendations for strengthening the defenses.

*Connecticut Gazette*, FRIDAY, JANUARY 31, 1777

New-London, January 31.

Last Lord's-Day Morning ten Sail of Ships and two Brigs went down the Sound. They were supposed to be the Fleet lately mentioned in this Paper that have for some Weeks past been at Long-Island taking in Wood, and bound to Newport.

And on Tuesday last several more Ships and other Vessels went down the Sound.

Last Wednesday Twenty-one Sail of Shipping from the Eastward, chiefly Ships, went by this Harbour, up the Sound – This must be the Fleet of Transports which we have been informed were taking in Troops at Newport, bound to New-York.

Last Lord's-Day a Flag of Truce which lately went from Say-Brook, in Company with several others, with Prisoners, for New York, returned here: They were permitted to tarry but one Night, and were not allowed to go within some Leagues of the City.

The *American Revenue* Privateer, captain [Samuel] Champlin of this Port, has sent into Bedford a Brig from Quebec, which he took to Windward of Barbadoes; her loading chiefly Fish.<sup>1</sup>

Capt. Joseph Bell from Groton, and Capt. Andrew Palmer, from Stonington, are safe arrived in the West-Indies.

1. Brigantine *Athol*, James Wadie, master, *Independent Chronicle*, Boston, April 3, 1777. Captain Champlin "made use of" the following articles from the cargo:

30	Yards	for the people for trowsers & Hammocks of Ozns
2	Do	for the Fore Sail
2	Do	for the Mainsail
13½	Do	for the Mainsail

Shaw Papers, Ledger 7, YUL.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE SIR PETER PARKER <sup>1</sup>

Copy.

*Eagle* Off New York

Sir,

January the 31st 1777.

Trusting that you will have been joined by the *Orpheus*, *Unicorn* and *Juno*, subsequent to the Departure of the *Greyhound* with the Transports for this Port; and lastly by that Ship, the Captain of which is charged with this Dispatch, in Answer to your several Favors of the 11th, 13th and 23d of this Instant received yesterday; I reckon You will be now enabled to provide more sufficiently for the different Services recommended to your Attention. And as your Knowledge of the Port and Coasts obtained since your Arrival at Rhode Island, will direct your Choice of the most proper Stations, I am assured that the Ships you see requisite to keep with You for preventing the Escape of the Rebel Armed Vessels of different Classes, will be appointed with that View in the best manner that the Navigation and other Circumstances of the Port will admit.

The Demand for Small Armed Vessels, some of which employed here have been (for want of other yet more seasonable Means for that End) necessarily manned from the Ships of War, will soon increase so considerably at this Port, that I cannot judge when it will be in my power to furnish You with any adequate Assistance of that Nature from hence. Lieutenant Browne was meant to be moved into One of greater Force, that I purpose fitting up as soon as the other more urgent Services in the Repair of the Cruising Ships will admit: And in the meantime he may remain as you have at present appointed. But if by the Hire, or other Means of procuring proper Vessels for your Purpose, You are capable of supplying that Defect at Newport, the Expedients you judge to be necessary therein shall be properly authorised.

Tho' I am entirely of Opinion that all requisite Precautions should be taken to guard against every probable Enterprize, I cannot think the Rebels will attempt an Invasion of Rhode Island, as they are said to intend; under all the known Difficulties attending the Conveyance of Troops Ammunition and Stores, and the Hazard of having their Boats from which their Force is to be landed, destroyed by the Ships of War, and their Retreat in that case totally cut off.

The constructing of a Redoubt for preserving the Command of the Seakennet passage, seems highly necessary, whilst the Rebels have possession of the Eastern Shore. But I apprehend such a Situation should be chosen for the placing of it, as will equally serve for the purpose of defending the Coast from Invasion, on such part where the Assistance of the Ships could be less readily afforded. Judging of the Face of the Country from the Draft you refer to, I apprehend the Hill near

the Bridge on the Eastern Side of the Island directly opposite to Wanton's Cove, would be an eligible Position. I have always understood that the Enemy had constructed a Work upon the Hill overlooking Bristol Ferry. That Post (if not commanded from the opposite Shore) guarding a Strait where the Ships would be much confined in their Operations if the Rebels made a proper Advantage of it, will I conclude be occupied by the King's Troops: In order that the Rebels might be obliged to direct their Landing (should they venture at any time on so bold a Measure) to other Parts of the Coast more accessible to the Ships. And if ever such a desperate Attempt should be made, it will doubtlessly be the Object of the Ships to press in Succession, at all Events, upon their Boats, when on their passage to the Island.

No better Method occurs to me at present for supplying the Want of Slops and Naval Stores in the Ships of your Squadron from the Magazines at this port, than to provide a Conveyance for the Quantity of each Species necessary according to the Contents of a General Abstract stating the whole Deficiency collected by your Direction and transmitted to me. But I must intreat that in the Preparation of that Abstract, Care may be taken to admit only such Articles as upon Inspection of the Warrant Officers Expences and Remains, are found to be indispensibly requisite for the Service of the Ship. This Caution is the more material, as it is not uncustomary for the several Warrant Officers to calculate their Demands to complete their Remains equal to the Amount of their first Charges at a fitting Port. And I have had the Dissatisfaction in some Instances to observe, that the Commanders have not taken the care to regulate those Demands, which a due Regard to the Benefit of the King's Service and the Circumstances of this Fleet require.

The Payment of Artificers employed by your Order, may be adjusted in a similar Manner. Proper Returns expressing the Number and Qualit[ies] of the Artificers, and the times they have been employed being made out in the different Ships as when fitting at this Port, the Store-keeper residing here shall be directed to remit the Amount upon Receipt of the Vouchers: Three Copies thereof being transmitted for the regular Settlement of his Accounts at the Navy Office. Stores procured for your Squadron may be paid for, either by Draft on the Storekeeper for the estimated Value of the Articles you have need of; Or the Sum be remitted upon Delivery of the Vouchers, as in the Instance last mentioned

You will perceive that the Complaint from Mr Cooke concerning the Masters, passengers and others permitted to leave the port in the *Triton* Brig and his Claim of an equal Number of American Prisoners in Return, have been noticed; and my Sentiments thereupon signified in my Answer to his Letter: A Copy of which and the original Letter for Mr Cook have been sometime since forwarded with a Dispatch from me of the 23d Instant, to be delivered to you by Mr Thomas Goldesbrough in the *Mary* Armed Vessel.

I conclude You will have been able to contradict the Report respecting the Men, who, Mr Cooke is informed, were taken out of the Brig: But if that Assertion is founded, the Satisfaction I have left in his Choice, will, I hope, induce a Continuance of the Disposition in those Eastern Colonies, to leave us in possession of the Benefits derived to the Fleet from this Intercourse.



The *Asia* returning to England, I presume that You acquainted the Secretary of the Admiralty with the Exchange you had allowed between the Boatswains of that Ship and the *Chatham*; In which I should have concurred. The Appointment of a Lieutenant in place of the first Lieutenant of the *Amazon*, I equally approve of; tho' I have many reasons to be dissatisfied with the Cause of that Vacancy.

Permit me to make the Acknowledgments due for the very obliging Interest You take in my Recovery from my late troublesome Illness, at the same time that I assure You of the sincere Respect with which, I have the Honor to be Sir [&c.]

Howe

[Endorsed] In Lord Howe's Lre of 13 Feby 1777

1. PRO, Admiralty 1/487.

EXECUTIVE COMMITTEE OF CONGRESS TO GEORGE WASHINGTON <sup>1</sup>

[Extract] [Philadelphia] January 31 1777

. . . Here are Captain Jones<sup>2</sup> and several other people in this City that want to go into New York . . . I think it best to Send Jones in on Parole because Captain Hamond Sent up Captain [William] Hallock of the *Lexington* on those terms, and if your Excellency thinks proper I will propose an exchange between those two, the other persons we dont hold as prisoners being taken in Merchantmen, but I would put them all under Parole and Send them by Crosswicks to South Amboy and let them cross from thence, I think it can do no harm and they do much mischief here, amongst the Number is also Mr Palmer Commissary of Provisions &c under Mr Charnier who will get in exchange a Capt Deane asked for by the Council of Safety or any other you please to name or return back. I have a Ship in our Bay arrived with 10000 Bushels of Salt, but unfortunately she is run aground. I am sending down assistance and hope to Save her By her I got King Georges Speech and you will find A Copy enclosed. I have no doubt of a rupture in Europe this next Summer and his Majesty seems to entertain some doubt about it—

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776–77), 133, 74–76, NA.

2. William Jones of H.M. Sloop *Racehorse* taken by the Continental brig *Andrew Doria*.

FRANCIS LEWIS TO ABRAHAM TEN BROECK <sup>1</sup>

[Extract] Baltimore 31st Jany. 1777.

My last informed the Convention of the arrival of the armed sloop *Montgomery*, Capt. [William] Rogers, with two prizes, vizt. a brigantine and schooner in this harbour. I have procured libels to be filed against both, and the 10th day of February was appointed for trial. I shall assist Capt. Rogers to obtain condemnation, but learn that the brigantine's cargo, consisting of about 3000 bushels of salt, will be claimed as the property of an inhabitant of this town. The schooner's cargo is valuable, and as some articles, vizt. cheese, &c. are perishable, I have obtained leave to land the cargo under the care of the Continental agent for this State. I am informed there is woollens sufficient to clothe a battalion, which I shall reserve until I receive the orders of Convention; there is also about £400 sterling worth of fine Irish linen, much too fine for soldiers' shirts; these I would

advise to have sold here, together with such other articles not suitable for the troops, as they will in my opinion, yield a better price here than elsewhere, and the sailors will want money. I have advised Capt. Rogers to fit out his sloop for another cruise, as soon as possible. Should you order any of the articles to your State, they must be conveyed by land, as two English frigates with two tenders are lying at the capes.

At foot you have an abstract of the schooner's cargo, collected from the cockets, the invoice being destroyed. I have the honor to be, sir [&c.]

F. Lewis.

Schooner *Hannah's* Cargo, vizt:

12 barrels and 10 half barrels of barley.	7 bales woollens.
23 tierces, 26 barrels, 7 ankers, 25 firkins beef.	1 puncheon, 2 boxes and 3 bales woollens.
21 casks raisins, say 21 casks.	1 bale osnaburgs.
1 cask neats' tongue.	6 bales and 33 loose bolts canvas.
4 tierces and 19 barrels peas.	1 barrel pork, 1 cask lampblack.
36 kegs pickled tripe.	2 cases mustard, 1 box spices.
5 firkins butter.	1 case buttons and trimmings.
23 coils cordage.	1 case pickles, 3 chests Florence oil.
15 hhds. beer.	3 bundles twine.
30 bundles sheathing paper.	112 cheeses, 1 keg nails.
1 hhd. glassware.	50 hampers red port wine.
4 cross cut saws.	1 pack cinnamon.
1 puncheon and 1 barrel shoes.	2 boxes pipes, and a parcel of oakum.

N.B. Several of the woollens and linens being wet, it became necessary to open them.

Brigantine *Minerva's* Cargo.

3000 bushels of salt, and 1 puncheon rum.

P.S. Please to inform the superintendent for the frigates, that I learn anchors may be got of one Forbes at Cannain [New Cannan, Conn.] who makes them, and is not far from Hudson's river; none to be got here, and at Philadelphia they are fully employed for their own vessels.

To the Hon. Abraham Ten Broeck, President  
of the Convention of the State of New-York,  
at Fishkill.

1. *New York Provincial Congress*, II, 378.

JOURNAL OF H.M.S. *Preston*, CAPTAIN SAMUEL UPPEBY<sup>1</sup>

January 1777

Remarks &ca. *Preston* Chesepeak Bay

Thursdy 30

AM dismantled the *Runfast* Schooner & cut up her upper works for Firewood.

Friday 31 AM fired & brot too a Sloop she proved to be the *Molly* from Elke River to York in Ballast  
[P. M.] employed dismantling the *Molly* prize Sloop

1. PRO, Admiralty 51/720.

#### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Friday 31st January 1777. –

Edward Lattimore is recommended to his Excellency the Governor and the honb'le the Council as a Proper Person to be appointed first Lieutenant of the Pilot Boat *Molly*. –

Ordered that a Warrant Issue to William Drane for the use of Edward Archer for thirtye eight pounds five shillings for his attendance at this Board as a Commissioner of the Navy.

Goodrich Boush is recommended to his Excellency the Governor and the honb'le the Council as a proper Person to be appointed to the Command of the *Washington* Galley. –

Ordered that a Warrant Issue to John Jones for Twenty five Pounds upon Account for his attendance as Doorkeeper to the Commissioners of the Navy. –

1. Navy Board Journal, 169–70, VSL.

#### VIRGINIA NAVY BOARD TO LIEUTENANT THOMAS POLLARD <sup>1</sup>

To Lieut. Thomas Pollard of the *Norfolk Revenge* Galley –

Sir, In consequence of your Letter we have recommended Mr Tenant [James Tennant] as first Lieutenant of the *Norfolk Revenge* Galley. – We are much Oblig'd to You for your behaviour and good conduct on this occasion, and you may depend the resignation which you have made shall be no obstruction in your rising hereafter. – You are desir'd to keep the Commission you now have and act as second Lieut. on Board, and when you return from this cruise you'll wait on the Board and they will take in your present Commission and grant you a second Lieutenants Commission, if nothing better can then be done as we are determin'd to serve you all in our Power. –

(Signd) Thomas Whiting 1st Commr

[Williamsburg] 31st Jan. 1777 –

1. Navy Board Letter Book, VSL.

#### PURDIE'S *Virginia Gazette*, FRIDAY, JANUARY 31, 1777

Williamsburg, Jan. 31.

The *Northampton* privateer, capt. Power, belonging to the Eastern Shore, has taken two prizes, one a ship from the Bay of Honduras, with mohogany, logwood, &c. and a sloop from the Mississippi with staves and shingles.

#### JOHN PALMER'S JOURNAL OF A CRUISE IN THE CONNECTICUT PRIVATEER SLOOP *Revenge* <sup>1</sup>

Wednesday the 29 Day January [1777] this morning Pleasanter Weather than had bin Sometime before and all moste Calme and at 8 am We Went to Work to

mend our Boldsprit Whaire We had Sprung it and at 4 Pm We See a Larege turkle and We throod out the Barge and Catcht him – and at 6 Pm We finished our Boaldsprit and Clearde up the Decks and Set our main Sail and fore Sail and Jibb and Stood Coarse S B E Pleasant Weather all this 24 howers

Thursday the 30 Day of January this morning Showerry and a Lite Brease of Wind and at 8 am See a Large Scool of Whailes a bout three miles of[f] and at 11am Cleard up our Course SE So Ends these 24 howers –

Friday the 31 Day of January this morning Clear and our Coarse SE and in the after noon Squally and Reignny So Ends these 24 howers

1. John Palmer's Journal, MHA.

#### JOURNAL OF H.M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE <sup>1</sup>

Jan'y 77

Desscada SbE Disce 246 Leags

Friday 31st

At ½ past 9 AM Saw a Sail in the SW: Qr Haul'd our Wind & gave Chace. Fired 3 Six Pounders Shotted at the Chace. At Noon Still in Chace

Modt & Cloudy Wr Still in Chace. Found the Chace to be a rebel Brig of force, wth a figure head, stern painted, Black & Yellow, Black sides & white Bottom, Ensign staff near upright Royal Masts with rigging & Sails, with a Driver Boom. found her in Lattd 20°30' N At ½ past 1 PM finding the Chace leave us, left off & steer'd our Course.

1. PRO, Admiralty 51/336.

#### OWNERS' INSTRUCTIONS TO CAPTAIN WILLIAM BELL, ARMED SLOOP *Reprisal* <sup>1</sup>

[Antigua, January 31, 1777] <sup>2</sup>

Captain William Bell Master of the Arm'd Sloop *Reprisal*

Sir Your Conduct being such as to merit our attention, We have accordingly appointed you to the Command of our Sloop *Reprisal*, in the Stead of Captain Downey, who hath desir'd to resign his Command: and as his good Fortune by falling in with Two American Vessels hath prevented him pursuing the intended Voyage to Barbadoes, we desire you wou'd folow our Instructions as herein after mentioned so far as Wind Weather and other Circumstances will Permit.

As soon as you can get on board the necessary Stores and Water, and your Compliment of Men, we desire you woud Stand to the Northward under easy Sail running as far to the Windward of St Bartholomew and St Martins as just to distinguish the Land, shortening Sail as you pass those Islands, then Steer North if the Wind is northerly, or NNE if the Wind is Southerly continueing under easy Sail as far as the Latitude 22 north then Tack and stand to the Southwd under easy Sail till you see Barbuda, then make all Sail and go to windward of Antigua and Grandterre, and as soon as you See the Latter Shorten Sail, and proceed to Windward of Dominica and Martinico towards St Lucia, and Cruize to Windward of these Islands till you think your Provisions are expended to a fortnights allowance, when it will become necessary to compleat your Voyage to Barbadoes and our further orders there. –

We have particularly recommended great care of your Water, and to loose



no opportunity of ketching any Rain, we also desire you wou'd very frequently inspect both Water and Provisions, and set down in your Log-Book when you broach a Cask, and Once a Week set down how many Remains so as not to be unexpectedly disappointed in falling Short, we likewise recommend to you to be particularly Carefull in the disposing of your Powder, Shot, and Small Arms that you may not be at a loss to find any thing if you should be obliged to engage with a Vessel, and so as to prevent any from Spoiling, and when you find the Sloop in good trim, take great pains not to loose her Trim, as your Success depends almost intirely on the Vessels Sailing. —

If you fall in with a Man of War, shew the officers your clearance (if he demands the papers) and particularly your List of Men, and if you shou'd have on board any Men not mentioned in the List, you must hide them for fear of their being impress'd by the Man of War: he cant take any Man mentioned in the List from the Custom House:

If you are so fortunate as to take a Prize, you must be govern'd by her Value, to Cruize with her a Month if you are at a distance from this Island and She is not worth more than £1000. a Week only if she is worth £2000. and to come away immediatly if she is worth £3000. if your Prize Sails well and has Conveneancies we recommend you to put on board 2 Small Guns and a few Swivels and to fix some Wooden Guns as she may help you in chase and perhaps by appearance prevent a large Privateer from attacking you both, pray leave two of the Prizes Men on board to prove her being taken by you and be very carefull not to loose Sight of your Prize if of any Great Value and as by chasing you may be Seperated take care to appoint a place of Rendezvouz with the Prize Master as soon as he goes on board, and renew it as often as requir'd, and fix Signals by day and by Night and give different Signals for each Prize, for fear of their falling into the Enemies hands and your being decoy'd thereby, and as it Sometimes happens by light Winds Under the High Land of some of the Islands you may be Seperated, on your way to this Island pray appoint a place to meet, where the Wind blows true either at the end of that Island, or of the next Island, but if you can get to Windward of the Islands, it is the Safest passage: and at any rate bring your Prize into this Island unless you fall in with a Man of War, and the Captain should insist on having possession in which case you must Continue your Men on board and follow the Prize to wherever the Captain may order her; and when She gets to Port you must apply to some respectable Merchant to employ a Lawyer, and as soon as the Officer of the Man of War libells her you must put in a Claim for the Owners: if an opportunity offers for this Island, write your Owners immediatly, but if not, as soon as you have put in your Claim and proved your Capture by the deposition of One of your Prize officers or Seamen, you must come with your Vessel to inform us, and we will take care to prosecute the Captain for the unjust detention.

We have given you Mr [Thomas] Warner the Attorney Generals opinion, that we have a right to take American Rebels Vessels, which we desire you wo[uld] shew to the Captain of any Man of War, who thinks we have no right to take Vessels, and we have given you several Copies of that Opinion one of which you may give to such Captain if he desires it; and you may also shew the Captain these our orders, as we mean to be open and Candid, and wish to Shew the officers of

the Navy our respect for them and that this Adventure is not in opposition to them, but to the Rebellious Americans, and to make Recaptures for our very heavy losses by this Rebellion, for altho' we might be protected by a Court of Admiralty now, and by his Majesty on an appeal for defending our property by force; if a Captain of a Man of War should determine to take possession of your Vessel, or your Prize, yet we desire you wou'd not contest the matter with the Smallest Vessel, bearing the Kings Commission but Submit to their orders and go along with one or both as it happens, and if you are carried to another Island follow our orders as before Mentioned; — We have also given you 2 Copies of Instructions to prize Masters, and we desire you woud give to each Prize Master One of these Instructions and One of Mr Warner's opinions, for we are sure of having redress in time, the Law being in our favor; We most heartily wish you health and Success, and are Your Freinds.

Dover Taylor & Bell.

Jos. & Saml Brown.

Montgomery & Brown.

Bertie Entwisle.

John Wilkins

James Stilling

George Redhead.

Addison & Willock <sup>3</sup>

N B the Signal given the Prize Masters must be enter'd in the Log-Book immediatly and the places of Rendezvouz, the same when alterd according to your different Stations must be enter'd in the Log-Book, as soon as you inform the prize Master, so that your Mates or any other officer may Know them if an accident happens to yourself —

#### Memorandum.

The proper Vessels to take as Prizes are,  
 All belonging to American Subjects in Rebellion  
 Any Vessel having on board the property of such Rebels,  
 Any Vessel having Counterfeit papers and American Produce on board.  
 Any Vessel without papers, not Droughers about an Island with such p[roducte]  
 [Endorsed] Instructions given by the Owners of the Private Armed Sloop  
*Reprisal*, to William Bell the Person appointed by them to Command her.  
 [Second endorsement] No 12 Containg Custom house papers. Instructions.  
 Agreements found on board the private Armed Vessels Seized by His Majestys  
 Ships of War.  
 [Admiralty endorsement] In Adml Young's Letter Dated 8 March 1777 —

1. PRO, Admiralty 1/309.
2. Date is approximated. Trial of sloop *Mary*, a prize of the *Reprisal* while under Captain Morto Downey, was held on January 28. Since these instructions indicate that Downey had resigned, it seems likely that the owners would have lost little time naming his successor, and sending the ship out again.
3. In a different hand, apparently to identify the owners for the information of the Lords of the Admiralty, appears the following:

Dover Taylor & Bell. Agents to the Contractors for Victualing his Majesty's  
 Ships at Antigua.

Jos. & Saml Brown.

Montgomery & Brown.

Bertie Entwisle.

John Wilkins.

James Stilling.

George Redhead.

Addison & Willock.

} Merchants at St Johns, Antigua.  
 } Surveyor of his Majesty's Customs at St Johns, Antigua.  
 } Deputy Secretary of the Island of Antigua.  
 } Merchant at St Johns, Antigua.  
 } Planter at the Island, Antigua.  
 } Merchants at St Johns Antigua.

1 Feb.

JOHN BRADFORD TO COMMODORE ESEK HOPKINS <sup>1</sup>

Sir

Boston 1st Feby 1777

Your favr of the 27th Ultimo I duly Recd in Answer to which I shall Settle that matter with Capt [John Paul] Jones. I make no doubt (to the Satisfaction of all parties.) I've already wrote forward to Congress relative to the *Mellishes* Cargo, and hope it wont be long Ere we shall be Able to pay off the Captors.

I shou'd be Glad the return of the names & quality of the *providence's* people may come forward as Soon as may be I hope the *Cabot* will Soon Get away. Capt [Joseph] Olney being at providence, will let you know his Situation I am Sir [&c.]

Jno Bradford

1. Hopkins Papers, RIHS.

PETITION OF THOMAS STILLWELL TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

State of the Massa- To the Honble House of Representatives  
chusetts Bay – } & the Honble Council of said State in  
                              } General Court assembled Feby [1] 1777 <sup>2</sup>

The Petition of Thomas Stillwell of Taunton in the County of Bristol, Mariner, humbly shews –

That your petitioner hath for some time past been employed in the service of this State on board the Brigg, called the *Freedom* of which John Clouston is Master, in the capacity of a Pilot, & being so on board, at the taking of a Brigg called the *Unice*, he was put on board said Brig, as a prize Master, to carry the said Brig into the first convenient Port in possession of the United States, which said Brig by this Honble Court was afterwards adjudged to be American Property, & acquitted accordingly. And whereas your petitioner was at many necessary charges attending said Vessel, particularised in the underwritten Account, he begs as he has not received as yet any equivalent therefor, that it might be taken into Your Honors consideration & he may be reimbursed his Charges, & your Petitioner further shews that he billeted himself for thirteen weeks before the sailing of said Brigg, that the allowance granted to every other man on board said Brigg, for billeting was twelve shillings pr Week: he therefore prays also your Honors would take this Matter into consideration & order him such a sum as shall be an adequate Compensation for the Premises – And as in duty Bound shall ever pray

Tho<sup>s</sup> Stillwell

1. Mass. Arch., vol. 182, 115.

2. Date is approximated and is based on chronological placement of document in the Massachusetts Archives.

PETITION OF THOMAS NEWBERRY TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Honorable General Assembly of the State of Massachusetts Bay

Thomas Newberry late Superintendant of the Ship *Mellish* Bound to Quebec, taken by J Jones Esqr Commander of the *Alfred*, Humbly begs leave of the Honle

Council permission to return to England by a Ship from this place which sails in a few days. He flatters himself from assurances which Captn Bradford the Agent gave him, & the kind Indulgence he has either too [*sic* hitherto] met with from the Honble Council since he has been here, that they will be pleas'd to take his Situation into Consideration, & kindly permit him to return, which will enable him to act according to the principals he has ever adopted, & will be remember'd With the greatest gratitude, by their Petitionèr

Thos Newberry

Boston Jany

[Endorsed] State of Massachusetts Bay –

In the House of Representatives Feby 1st 1777 –

The Committee on the within Petition beg leave to report, That the prayer of the within Petition be so far granted that the sd Thomas Newberry have leave to depart this State in one of the Ships that is now fitting out from this State to France by the Honble the Board of War & be under such further restrictions as they shall think proper –

1. Mass. Arch., vol. 182, 14–15.

#### MASSACHUSETTS COUNCIL TO CAPTAIN JOHN AYRES <sup>1</sup>

Sir

Boston Feby 1. 1777

You are to proceed to providence in the state of Rhode Island with the prisoners under Your Care, & there to take Charge of the Brig *Kingston Packet* belonging to Richd Derby Junr now in the Harbour of Providence, and after Applying to Govr Cooke for the Necessary Ca[r]tell papers, You are to take onboard the said Vessell the prisoners sent with You from Boston & with them to proceed to Rhode Island, & them Deliver to Sr Peter Parker or the Comanding officer there, & take a Rescte from him for them, Spe[c]ifying their severall Stations, & with That Rescte proced to Halifax in the province of Nova-Scotia, and if posable procure from there Capt [William] Burke, & Capt [Simeon] Sampson, & Capt Hatch with as many of their officers & mariners as You can Procure, & with them proceed as fast as posable to this place, but if You Canont Obtain Liberty to proced to Halifax for the purpose of Procureing the Persons aforesaid, then take Such Prisoners as are to be had at Rhode Island & New York & with them proceed Round to Boston as aforesaid. You are also Directed if posable to procure the Releasement of Ebenr Hawthorne, Danl Shehane, & Joseph Sor, now or late prisoners onbord the *Lively* also Benja S[ou]thurst onbord the *Syren* & Thos White onbord the *Falcon* and Jno Palmer all seamen belonging to salem, taken in the Merchant service, and one Wadsworth, of Boston, taken in the privateering Service You will Observe & follow, as far as may be, the Instruction given You by the Councill of this State the 3d of Last month, & in all Respects Conduct with the Greatest Oconomy & Dispatch.

1. Mass. Arch., vol. 166, 206.



MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 1st Feby 1777 [A M] –

Order'd That John Brewers Bill for Blocks &c for Ship *Duc de Chartres* £ 3 . 4 – be paid –

Order'd That Saml Barretts five Bills for mendg & making Sails for the Vessells £ 29 . . 1 . . 4 be paid

P M

Voted That Honl Mr [James] Warren be desird to purchase the Prize Brig at Plymouth & also the Sarsaparilla on Board Mr Jacksons Ship at the same port

Voted To purchase Mr [Martin] Brimmers Sloop called the *Reprisal* with all her Stores at her Cost, with the Addition of 2½ P Cent

Resolved To purchase the Ship *Caledonia* of the Proprietors at £1525 –

1. Mass. Arch., vol. 148, 141, 142.

BRITISH PRISONERS SENT TO NEWPORT FOR EXCHANGE <sup>1</sup>

Providence February 1st 1777

List of Prisoners in the Naval Department sent in the Carteel Sloop *Nancy* to Newport to be exchanged under the Directions of Mr John Innis Clarke.

Mens Names	Stations	In What Vessel taken
George Doughty	Mate	of the Ship <i>Friendship</i> , Samuel Broomstone late Master
John Cladinboll	Second Mate	of the said Ship <i>Friendship</i>
William Sadler	Boatswain	of ditto
John Taylor	Gunner	of ditto
David Smith	Cook	of ditto
Robert Morgan & David Smith	Mariners	on board the said Ship <i>Friendship</i>
John Hunter	Second Mate	of the Ship <i>Live Oak</i>
Charles Stuart	Sail Maker	of ditto
John Reed	Apprentice	on board said Ship
Edward Moffat	Master	of the Sloop <i>Swallow</i>
James Walker	Carpenter	of the Ship <i>Peggy</i> David McKay
Neil Crawford	Boatswain	late Master
William Wood	Mariners	on board the said Ship <i>Peggy</i>
John McCarty		
Archibald Campbell		
Robert Sharp	Mariners	on board the Ship <i>Betsey</i> James Ramsay late Master.
James Walker		
Walter Napier	Boatswain	of the Ship <i>Aurora</i> Gregor McGregor late Master.
James Hendry		

## BRITISH PRISONERS SENT TO NEWPORT FOR EXCHANGE [continued]

[Mens Names]	[Stations]	[In What Vessel taken]
William Morrow	Mate	of the Ship <i>Westmoreland</i> William Hoar late Master. on board the said Ship
John Patterson	Steward	
David None	Mariner	
George Parker	Mate	of the Ship <i>Devonshire</i> William Fisher late Master.
Thomas Duggan	Mate	
Charles Cranstoun	Acting Lieutenant	of the Schooner <i>Frank</i> , Sylvanus Waterman late Master.
William Marsh	Midshipman	On board the <i>Acteon</i>
Richard Ragged	Midshipman	on board the <i>Tamer</i>
Samuel Horsenail	Superintendent	on board the <i>Orpheus</i>
James Boyle	Cooper	of the <i>Mellish</i> Transport Ship
Thomas Turnbull	Mate	of the <i>Crawford</i> Transport Ship
John Crandall	Mariner	of the Ship <i>Bella</i> Thos Jones late Master
Francis Welsh	Marine	on board Ditto
Richard Quarrier	Mariners	on board the <i>Friendship</i>
Benjamin White		on board ditto
Jack Bamberry		
Mainanly		
Alsimeer	five free Negros Mariners	on board the Sloop <i>Swallow</i>
Ganserry		Edward Moffatt late Master –
Famsey		
James Stott	Mariner	Sloop <i>Truelove</i> Capt Moulton
John Taylor	ditto	Brigt <i>Betty</i>
John McFarding	ditto	Ship <i>Hope</i>
William McKennedy	ditto	Brigt <i>Betty</i>
Andrew Fleming	ditto	Ship <i>Belle</i>
Thomas Turnbull	Chief Mate	of the Same Ship
John Edwards	Chief Mate	Ship <i>St James</i>
James Simple	Passenger	Brigt <i>Countess of Eglinton</i>
Malcolm Walker	Seaman	

A List of Officers in his Britannick Majesty's Service sent in the Carteel Sloop *Nancy* to Newport under the Direction of Mr John Innis Clarke

Harry Munro Lieutenant of the 42d or Royal Highland Regiment

John Campbell Ensign of the said Regiment

Roderick Murchison Ensign in the 71st Regiment

William McLeod Cadett in the 71st Regiment

St Leger Bevill Ensign in the 29th Regiment

William Sauder Surgeon in the Royal Artillery

JOSHUA LORING, BRITISH COMMISSARY OF PRISONERS, TO CONSIDER HOWLAND <sup>1</sup>

New York Feby [1] 1777 <sup>2</sup>

you having given your parole to his Excellency general Howe to return into the City of New York in Six Weeks from the Date thereof in case of Failure of Sending in Mr John Loring in exchange for yourself and he was already exchanged before you reached Boston of Course your Engagement Could not be Complied with you are therefore still considered a prisoner on your parole until some proper person is sent in here for you Mr Maston has been represented to me as Such and when ever he arrives here your Parole Shall be immediatly forwarded to you, till when it is expected that you act in no Shape either by Word or deed Contrary to the Interest of his Majesty or his government and that you Repair to whatever place his Excellency the Commander in Chief shall think fit to Order you whenever Required so to do. — I am Sir [&c.]

Jos. Loring Commissy for Prisms

1. Mass. Arch., vol. 152, 36, Board of War Letters, 1776–1777. In 1775 Howland had been captured in the brig *Washington* of George Washington's fleet.
2. Date is approximated and is based on chronological placement of document in the Massachusetts Archives.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 20.

Sir

*Eagle* Off New York

February the 1st 1777.

The Rebel Prisoners detained some time in the Cruizing Frigates, by a frequent View of the Signals appointed for making the Ships of this Fleet known to each other, have been able to retain the Memory of them; And to communicate them upon their Exchange, to the Commanders of the Rebel Armed Vessels. It has therefore been necessary to make such an Alteration in those Signals, as will guard against that Inconvenience in future. And I transmit herewith a Copy of the Signals I have directed to be used here for that Purpose.<sup>2</sup>

These I imagine it will not be requisite to alter, unless the Rebels become by an Accident possessed of a Copy of them. And in that Case, a sufficient Change may be made in them, by ordering the Months (for Instance) at the Head of the first Column to be transferred to the Head of the Second, Third, or Fourth, and so in Succession of the others; Without altering the Signals themselves; Tho' several of them are ill chosen, in as much as they require an Alteration of Sail, which may be highly improper on many Occasions; But the Private Ships not being now allowed the National Colours of the other Maritime Powers, nor any Extra Colours, no better Means have offered for composing the necessary Variety.

I am, with great Consideration Sir [&c.]

Howe

1. PRO, Admiralty 1/487.

2. See illustration page 1082 for portion of Howe's signals.

LIBEL FILED IN PENNSYLVANIA ADMIRALTY COURT AGAINST THE  
RECAPTURED SCHOONER *Success* <sup>1</sup>

To the Honourable George Ross Esqr Judge of the Court of Admiralty for the Port of Philadelphia in the State of Pennsylv

January	February	March	April	May	June	Signals to be made by the ships to Windward and to Leeward.
July	August	September	October	November	December	<p>By day, the ships being upon different tracks, to show their anchoring one of the party signals to be to be answered from the other by the corresponding signal.</p> <p>By day ships to { Windward Main boom lowered the other ship's main hoisted in signal.  { Leeward Main up and boom closed up with the Yard aloft.</p> <p>Night ships to { Windward 2 Lights of equal height  { Leeward 1 — D° — D° — } When most easily seen</p> <p>By day ships to { Windward Fore boom hoisted  { Leeward lack of Mizzen boom hoisted &amp; Pend' at Fore top mast head.</p> <p>Night ships to { Windward 2 Lights one over the other  { Leeward 1 — D° — D° — } When most easily seen</p> <p>By day ships to { Windward Red Ensign Mizzen hoisted  { Leeward Main top Yard several Mizzen top's hoisted &amp; moved up with the Yard aloft.</p> <p>Night ships to { Windward 2 Lights in the Main &amp; in the Fore &amp; in the Mizzen  { Leeward 1 — D° — one over the other in the Main equal height in 2 parts } Fore of equal height</p> <p>By day ships to { Windward Fore top lowered the Main top being hoisted and 2 guns  { Leeward Red Ensign Fore top gun's mast head</p> <p>Night ships to { Windward 2 Lights of equal height in Main  { Leeward 1 — D° — D° — } Fore to wind</p> <p>By day ships to { Leeward 1 — D° — one over the other at the Mizzen Peak.  { Ensign Staff</p> <p>By day ships to { Windward Mizzen top hoisted &amp; moved up with the Yard aloft &amp; lack at the  { Leeward Red Ensign at Mizzen Peak &amp; 1 gun } Fore wind in the gun —</p> <p>Night ships to { Windward 2 Lights of equal height, where most easily seen and 1 gun.  { Leeward 1 — D° — one over the other, where most easily seen.</p>



The Bill of John Baldwin Esq Commander of the armed Schooner of War Called the *Wasp* in the Service of the United States of America fitted out for the Defence of American Liberty and for repelling every hostile Invasion thereof which sd John Baldwin in this Behalf prosecuteth as well for himself his Officers Mariners and Seamen belonging to the sd Schooner as for the United States afsd in all humble Manner Sheweth

That the sd Schooner was equip'd victual'd fitted out and man'd at the Expence of the United States and the sd John Baldwin duly commissioned Authoriz'd and licens'd by the Delegates of the sd States in General Congress Assembled to Command the sd Schooner, and set her forth as a Vessel of War for the service afsd And the sd John Baldwin being so commissioned authorized and licenced he the sd John Baldwin with his Officers Mariners and Seamen belonging to the sd Schooner Sailing upon the high-Seas on board the sd Schooner between the twenty fourth Day of July last and the day of exhibiting this bill upon the sd High-Seas and within the Jurisdiction of this Court did discover pursue apprehend and as legal Prize and Booty of War take the Schooner or Vessel called the *Success* commanded by William Compton of the Burthen of Forty Tons or thereabouts with her Tackle Apparel Furniture and Cargo belonging to some Subject or Subjects of the King of Great Britain not residing within or being an Inhabitant or Inhabitants of the Bermudas [New] Providence or Bahama Islands And the sd John Baldwin doth further charge that the sd Schooner her Tackle Apparel Furniture and Cargo at the time of the Capture afsd were in the Possession of the King of Great Britain or of some of his Subjects who are the open and avowed Enemies of these United States and who had before the Time of the Capture afsd taken and detained as Prize & Booty of War from the Inhabitants of these sd States the same Schooner with her sd Tackle apparel Furniture and Cargo for the Space of forty eight Hours and upwards before and till the sd Recapture thereof<sup>2</sup> Wherefore the sd John Baldwin prays this honourable Court that the sd Schooner *Success* her Tackle apparel Furniture and Cargo may be condemned as lawful Prize for the Use of the sd Captors and others concerned therein According to the Resolves of the honourable the Continental Congress in such Case provided

1st Feby 1777

W<sup>m</sup> Lewis Proc p Libs

1. Colonial – Revolutionary Manuscripts Collection, Admiralty Court Papers, HSP.

2. *Success* had been captured by H.M.S. *Roebuck* on December 18, 1776, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

LIBEL FILED IN PENNSYLVANIA ADMIRALTY COURT AGAINST THE BRITISH  
SLOOP OF WAR *Racehorse*<sup>1</sup>

Port of Philadelphia }  
Pennsylvania, ss. } To all whom it may concern.

Notice is hereby given that a Court of Admiralty will be held at the State-house in the city of Philadelphia, on Friday the twenty-first day of February instant, at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bill of Isaiah Robinson, Esq; (who as well, &c.) against the armed sloop called the *Racehorse*, burthen about thirty tons, with her

guns, tackle, &c., lately commanded by William Jones, Esq. To the end and intent that the owner or owners of the said sloop, &c. or any person concerned therein, may appear and shew cause, if any they have, why the same should not be condemned according to the prayer of the said bill.

By order of the Judge,

February 1, 1777.

Andrew Robeson, Register.

1. *Pennsylvania Evening Post*, February 1, 1777. The *Racehorse* had been captured by the Continental brig *Andrew Doria*, Captain Isaiah Robinson. This issue of the newspaper also carried libels filed against prizes of the Continental vessels *Wasp* and *Independence*.

#### COMMITTEE OF SECRET CORRESPONDENCE TO WILLIAM BINGHAM<sup>1</sup>

[Extract]

Baltimore in Maryland 1st Feby 1777 –

. . . Congress has referred the matter of remittance for discharge of the obligation which you and Mr [Richard] Harrison have entered into, to the State of Maryland, from whence you will no doubt receive remittance as soon as the British Ships of War now in Chesapeake Bay will permit. It is a singular misfortune to us, and very injurious to the Commerce of France, that we have not two or three line of Battle Ships, which, with our Frigates and armed Vessels would keep open our navigation in despite of Great Britain, – but at the present one heavy ship affords protection to two or three frigates, that would otherwise be easily removed, and they place themselves so as to shut up the entrance into our principal trading States.

1. John Work Garrett Library, JHUL.

#### SAMUEL ADAMS TO JAMES WARREN<sup>1</sup>

[Extract]

Baltimore, Feb. 1, 1777

Give me leave to hint to you my Opinion that it would be a Saving to our State in the Way of Supplys, if the Board of War would consign the Cargoes which they order here to a Merchant of good Character rather than to the Master of the Vessel. Possibly there may be some Exceptions; But I have Reason to think that a Cargo which arrivd about a Fortnight ago, consisting as I am told, chiefly of Rum and Sugars which were scarce Articles, was sold at least 30 pCt under what it would have fetchd, if it had been under the Direction of a Person acquainted in the Place; and Flour is purchasing by the Person who bo't the Cargo, and I suppose expects an Allowance therefor, at an unlimited Price. I am perswaded, if you had by a previous Letter directed a Cargo to be procurd, you might have had it 20 pCt cheaper. If the Board should be of my Mind, I know of no Gentlemen whom I would more freely recommend than Messrs Samuel and Robert Purvyance. They are Merchants of Character, honest and discrete Men, and warmly attached to our all-important Cause.

But I get out of my Line when I touch upon Commerce. It is a Subject which I never understood. Adieu my dear Friend. Believe me to be yours,

S. A.

1. *Warren-Adams Letters*, I, 286, 287–88.

JOURNAL OF H.M.S. *Hind*, CAPTAIN HENRY BRYNE <sup>1</sup>

February. 1777                      Town of Statia NNE 2 or 3 Miles  
 Saturday 1                      Standing off St Eustatia & St Kitts  
    P M took and sent to Sandy pt An American Sloop &  
    Schooner.<sup>2</sup>

1. PRO, Admiralty 51/457.

2. Sloop *Hope*, Arno. Renon, master, from Martinique to St. Eustatius in ballast; and the schooner *Two Sisters*, Nathaniel Pendleton, master, from Baltimore, for St. Eustatius with flour and bread; Young's Prize List to March 10, 1777, PRO, Admiralty 1/309.

VAN BIBBER & HARRISON TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentlemen

St Pierre M/que Feby 1. 1777.

Inclosed you have a Copy of what we had the Honour of writing you on the 26th ulto – We have now to acknowledge the rect of your favr by the *Friendship* Capt Martin, who, we with pleasure inform you, arrived here this day. – It is unlucky his Cargoe does not consist of Tobacco instead of Flour, as it would in that case yield at least 50 pCt more. – However as his last Voyage proved so unsuccessful no body is to blame and we must endeavour to make the most of what we have got.

We shall immediately discharge the Cargoe & dispatch the Vessell down to St Eustatia for a load of Salt, where we expect she may also be able to procure a handsome Freight of dry Goods. – Salt is not to be had here at present, nor do we see any prospect of an Advantageous Freight; we therefore think it well worth the risque, especially as you are so much distressed for that essential Article We are exceedingly sorry that our embarrass[ed] Circumstances will not admit of our shipping any of the other Goods you desire. We shall however use all our Influence to engage private adventurers to speculate in them to your State and on all occasions do every thing in our power to render our Services acceptable. – Although we have shipped but little Salt ourselves, most of the Cargoes that have gone from St Eustatia & this port have been shipped in Consequence of our Advice & Encouragement, and we have even (distressed as we are) taken Small Concern in three or four adventures on our own Accots to prevent their falling to the Ground, & for the Sake of throwing in Supplies.

We hope our Accot Currnt of the 28th December got safe to hand, as we Sent it by two different Opportunities. But for fear of Accid[e]nts we now inclose you triplicate of it. – As we have been frequently under the necessity of reshipping your produce to other Islands It was impossible for us to be so regular in transmitting our Accts Sales & Acct Currnt as we wished. – But in future we hope it will be attended with less difficulty. The Affair of the powder sold in Charles Town is not yet settled, so soon as it is you Shall be advised of it.

We are concerned to learn by Capt Martin that some are ill natured enough to suspect us of Under hand Work in the purchase of Stones Brigt – He will carry papers from Statia that we trust will clear us of every foul Imputation of the kind & place us above the reach of Malice. We are &c

1. Red Book, XVI, Md. Arch.

2 Feb. (Sunday)

JOHN R. LIVINGSTON TO ROBERT LIVINGSTON <sup>1</sup>

[Extract]

Boston Feby 2d 1777

I begin to grow tired of Privateering and wish I could take all my property from the Vessels I am concerned in. I here send you a list of them which if you will be so good as to offer to Walter Livingston who perhaps may take them

1 - 14th	Sloop <i>Congress</i> sailed from Phila about the middle of October since sent in one prize though it was retaken	£666.13..4
1 - 14th	Sloop <i>Chance</i> <sup>2</sup> sailed at the same time	666.13..4
1 - 12	Briga <i>Rising States</i> mounting Eighteen Six pounders carries One hundred and eighty men saled Jany 26th - a finer Vessel allowed by those who are judges than any yet Sailed	1503..0..0
1 - 16	of Ship <i>General Mifflin</i> <sup>3</sup> mounts Twenty Nine pounders and Six fours now in the Port of Boston is supposed to Sail in Six weeks to carry 250 Men	1245.16..8
1 - 12	of Sloop <i>Beaver</i> almost ready for sea Lying at Providence at which place there is a Large Body of men	800..0..0

Amount of the whole comes to £4882..3..4

You find by this State of my accounts in the Shipping way that I am rather too deep so that if you can sell them all or separately to any person that will have them provided I am informed first of what Vesels they take as I shall endeavor to do the Same here and they might be sold to two people at the same time which would make great confussion should any one make a good offer that is not less than £ 4400 for the whole of them you will be so good as to inform me by express of it as I would take it though I should lose a little by it, for I find that so much money in privateers is gaming very high and to a great disadvantage. If Walter Livingston chuses to take only the Ship and Briga - he can have the first at 25 PCt on what I gave and the other at 30 PCt.

1. Papers Relating to Naval Affairs, NYHS.

2. *Congress* and *Chance* were Pennsylvania privateers.

3. *Rising States* and *General Mifflin* were Massachusetts privateers.

COMMODORE SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

[Extract]

Chatham Rhode Island Harbour the 2d Feby 1777

My Powers extend only to the exchange of Seamen and Persons taken at Sea, and should any mistakes happen in the exchange of Prisoners, I shall be always glad to rectify them, as I dare say you will be on your part - The two Persons



whom you mention to have been exchanged for Soldiers, Lord Percy will settle with you the first opportunity. —

By the last exchange negotiated with Capt Ayres there are 30 Seamen due to us, I have now upwards of 50 Americans in my possession & expect more soon from New York. I shall not be able to accommodate them so well as I could wish, and therefore a speedy release from their disagreeable situations will entirely depend on yourself, as I shall be ready to exchange on the equitable terms proposed by Lord Howe, as soon as I shall know your determination.

Lieutenant d'Auvergne, who will deliver this Letter, is also charged with a Packet address'd to you from Lord Howe. . . .

1. Letters to the Governor, vol. 9, 1776–1777, R. I. Arch.

“EXTRACT OF A LETTER FROM A GENTLEMAN AT NEW YORK, TO HIS FRIEND AT GLASGOW, DATED FEBRUARY 2, 1777, BROUGHT BY THE *General Howe*”<sup>1</sup>

I arrived here this Day from St. Eustatia, where I saw many Rebel Vessels, and particularly a Brigantine called the *Andrew Doria* (one of them that engaged the *Glasgow* Frigate last Summer) mounts 16 Guns and 104 Men, commanded by one Robertson [Isaiah Robinson], a Whitehaven Man, intirely on the States Employ, came to St. Eustatia with 70,000 l. in Specie, to purchase Clothes and Ammunition for the Rebel Troops, and got loaded in a few Days.

1. *Public Advertiser*, London, March 24, 1777.

COMMITTEE OF SECRET CORRESPONDENCE TO THE AMERICAN COMMISSIONERS  
IN FRANCE<sup>1</sup>

[Extract]

Baltimore 2 February 1777

. . . It concerns Us not less than We are sure it will You, that you should have heard so seldom from Us, but the vigilance of the British Cruizers has prevented our most earnest solicitude for this purpose. The manner in which they now conduct their business proves the necessity of the request made by Congress for the loan, or sale of a few Capital Ships. The entrance into the Delaware and Chesapeake being narrow, by placing one 40 or 50 Gun Ship for the protection of their frigates they Stop both Commerce and correspondence. Formerly their frigates protected their tenders, but now that we have frigates, their larger ships protect their frigates, and this winter has been so uncommonly favorable, that they have been able to keep the sea, undisturbed by those severe gales of wind so usual off this coast, in the winter season. If we had a few line-of-Battle Ships to aid our Frigates. The Commerce of North america, so beneficial to ourselves and so advantageous to France, would be carried on maugre the opposition of Great Britain. As we have not received any of those military stores and cloathing promised by Mr Deane, we have much reason to fear they have fallen into the enemy's hands, and will render a fresh supply quite necessary. Except Mr Deane's favor of September 17th which is but just now received, and that of 1st October we have been as destitute of European News as we fear you have been of true American intelligence . . .

The regular troops that are to compose the new army are making up in the different States as fast as possible; but arms, artillery, tent cloth, and cloathing

will be greatly wanting. For these our reliance is on the favor of his most Christian Majesty. If you are so fortunate as to obtain them, the propriety of sending them in a strong ship of war must be very evident to you, Gentlemen, when you know our coasts are so covered with Cruizers from 20 to 50 guns, though but few of the latter. We believe, they have not more than two ships of 40 and two or three of fifty guns in their whole fleet on the North American Station; and these are employed, one of them to cover a frigate and two at the capes of each bay, whilst the rest remain at New York.

1. Papers CC (Letters of the Committee for Foreign Affairs, 1776-83), 79, 37-40, NA.

#### THOMAS DORSEY TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentlemen

Elk Ridge Feby 2: 1777.

The Bearer Mr Thomas Cole is Desirous of Geting into the Navy of this Province, he is A Gentelman that has Eaver bin Firm And Steady in the American Caus I tharefore take the Liberty to Recommend him As A Proper Person for Any trust that he Would Except of Am Gent [&c.]

Thomas Dorsey

1. Red Book, XIX, Md. Arch.

#### "EXTRACT OF A LETTER FROM PORT ROYAL IN JAMAICA, FEB. 2." <sup>1</sup>

Several American vessels, together with their cargoes, taken by his Majesty's armed schooner the *Penelope* and brought in here, have been condemned and sold to the Merchants at Kingston, and the prize-money has been paid to the crew, who received each man 27 pistoles.

1. *London Chronicle*, April 12 to April 15, 1777.

#### JOURNAL OF H.M. SLOOP *Badger*, LIEUTENANT CHARLES HOLMES EVERITT <sup>1</sup>

February 1777

Mounta Christe SEbE 6 Leagues

Saturday 1st saw a Sail in the SE Quar out 1st & 2d Reef of Topsails, set T Gt Sails, gave Chace, Fir'd 3 Four Pounders, hoisted the Boat out & sent her on Board the Chace, found her to be from Old York Bound to Cape Francois with Lumber, Took Possession of her off Shore 4 Leagues.

Sunday 2d Our Prize in Company, set the Rigging fore & aft,

1. PRO, Admiralty 51/78.

#### COUNT D'ARGOUT, GOVERNOR GENERAL OF MARTINIQUE, TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Sir:

Fort Royal, Martinique 2 February 1777

For a long time I have deplored the acts of violence committed against our commerce by British pirates or frigates in a manner contrary to the terms of treaties as well as to the respect due our ensign.

It is far from my thoughts that such acts committed against public faith may

have the consent and approval of your Excellency and I am already persuaded that you will return to my complaint all the justice that it has the right to expect.

The French brig *LeGuillaume* sailing from and dispatched from Miquelon was stopped and led to La Dominiqua by the ship *Abraham* under the command of a Gilbert Grant who did not possess any British war commission.

Such duress was exercised against the ship *Saint Guillaume*, with David as the Captain, sailing from Santo Domingo for this island which carried only a few French passengers, and brought letters from the Governor of Santo Domingo; it was stopped, led to and detained in Santo Domingo. Armed men were placed on board, the search conducted revealed that it was only ballast, the trunks were examined, and the letters taken away of which some were not returned.

To justify such a capture made in violation of rights of men the insidious means of corruption were used. The mercenary souls of the sailors were tempted with gold to testify that these ships were used to run errands for the Anglo-French in conflict with the British.

I do not know under what appellation you classify this kind of machination, our laws call it intimidation of witnesses and punish this crime with dishonor and sometimes death. Since the principles of honor are the same among all civilized nations, I am certain that your scruples will be offended upon reading these odious ways.

I had the honor of writing about this to his Excellency, Mr. Shirley, Governor of Santo Domingo, who replied that in what concerned the Navy you were the only one responsible, him also excluded.

Therefore, I have the honor of bringing to you my formal and official protest against these abuses which are hostile acts and upon which I cannot close my eyes. I beg of your Excellency to inform me clearly and positively of your definite action. Your reply will be a just satisfaction of my complaint, or a justified reason for the reprisals which I shall order.

Herein you will find a copy of the complaints addressed to me by Mr. de Luin and Mr. Lars Dorient, inhabitants of this colony. Sir, I have the honor to be, with the Greatest respect [&c.]

Dargout

[Enclosure]

“Copy of the Declaration of Messrs de Luynes and Lars Dorien inhabitants of this island”

[Martinique]

We the undersigned declare that having been obliged to call at St. Eustatia on 17 January while coming from Santo Domingo we embarked there on the 19th with several other passengers in the ship *Saint Guillaume* under the command of Captain David and belonging to Mr. Adrien Sicard of Basse Terre, Guadeloupe, with Martinique for destination, that on the following 23d while passing off Dominica abreast the Roseau roads we were stopped by the long boat of the British frigate from which it departed when it was near us, that without any word, nor making any signal to bring us to, a musket shot was fired, the bullet of which struck the anchor cathead near which were standing two passengers who ran a great risk, that the ship was anchored near the frigate, although the

papers were found in order and that the ship was only in ballast, of which nine guns composed its artillery, two of which were on deck, that the Captain of this frigate came aboard of the said vessel bringing 20 armed with muskets, bayonets, swords and pistols, removed the crew composed of 8 men, four white Frenchmen and four negroes, also French, with the exception of a Corossolian, our servants consisting of three mulattos and two negroes, leaving only the captain, under mate and three passengers; that next we were confined to our room after the windows were locked and a watch posted and relieved every two hours; that as soon as the Captain had departed the 20 men seized a case of rum belonging to one of the passengers, became drunk, and that we spent a horrible night.

that the next day the Captain returned on board searched the vessel once more, and the trunks of the passengers taking all the letters which were entrusted to them. that Mr. de Luynes, one of the passengers having received the permission to go ashore with him had much difficulty in obtaining the release of the other passengers, their servants and their trunks; however their letters and those of other passengers were not returned; that all the servants were interrogated as to their destination which they were ignorant of, that several sailors having been taken ashore and having fled came to speak to us telling us they also were interrogated and that some were promised 25 moidores others thirty to make them confess that the ship came from New England and that it was going to be armed to give chase to the British Royalists which they all declared themselves ignorant of with the exception of one who said that he was engaged for privateering in the mentioned vessel. It was on the testimony of this wretch, without any clear indication, that this vessel was stopped. We left Dominica the evening of the 25th reaching St. Pierre on the 26th

Signed Lars Dorien and de Luynes

Copy

Dargout

1. PRO, Admiralty 1/309. Enclosed in Vice Admiral Young's letter of March 9, 1777.

WILLIAM BINGHAM TO SILAS DEANE <sup>1</sup>

[Extract]

St Pierre Martinique Feb 2d 1777

There have been a Number of Privateers lately fitted out of the English Islands, which greatly annoy & molest our Trade – They carry no Commissions, but make Prizes of our Vessels under the Authority & Sanction of the Kings Proclamation, which dooms us to be the Prey of every Invader; – The English Admiral on the Station has seized upon several of their Prizes in the Kings Name, & a Law Suit commenced in Antigua, to determine the Property, when it was adjudged to the Captors. –

The favorable Issue of their Suit has occasioned many of the Islands to follow the Example of Antigua, & I expect that these Seas will soon be covered with Privateers;—

As they began, So they continue their Depredations, in a lawless Manner, & are under no Restraint in the Exercise of their assumed Authority – They have lately stopped, searched & carried into Port several French Vessels, bound for this Place, one of which they have libel'd in the Court of Admiralty, for no other





*William Bingham*



*Silas Deane*

Reason, than that She had Cannon & Small Arms on board, which they suspected, as being intended for a Supply to the Rebels in Martinico; – This was their only Plea – The General remonstrated with the Governor of Dominica against the Violence of these Proceedings, & in a Spirited Letter which he wrote to him, demanded the Restitution of these several Prizes;

Whatever might have been the Governors Inclination, he certainly had it not in his Power to surrender them, as this Matter came altogether under the Jurisdiction of a Court of Admiralty. – The General, not receiving a satisfactory Answer, immediately ordered the Seizure of all British Property – In Consequence of which three English Vessels have been stopped, stripped of their Sails, & will be detained untill the Issue of this Affair is Known. . . .

1. Silas Deane Papers, ConnHS.

CAPTAIN JOHN McKEEL TO ROBERT PURVIANCE AND DANIEL BOWLY, BALTIMORE  
MERCHANTS <sup>1</sup>

[Extract]

On board the *Sturdy Beggar* Feabuy the 2d 1777

Latde 17.0. Longd 68.0

. . . about two weeks aGon we Ingaged a large ship but could make nothing of hur fighting Consaderable more Guns then us and all under Cover appearing to be an old India man Yesterday we feil in with Eight sail and Came in more with them but appearing seavarel vessels of Considerable force did not ingage them these being two of the fleet aStern – You may depend on my prolonging the Cruise to the best advantage – I am [&c.]

Jn<sup>o</sup> McKeel

P S a Copy of our Commition you have Inclosed JM  
favoured P Cap. G. Brown

1. Admiralty Papers, Box 1, Folder 13, 1776–1781, Md. Arch. Opening portion of this letter is badly torn. However the first line reads in part: “By Captn G. Brown Comdr of the Prize *Elizabeth*.”

**3 Feb.**

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 3d Feby 1777

Order'd That the Comee of Sequestration deliver Capt Palmer <sup>2</sup> some Herbs now in the Store of Doct Gardner – for the use of the Continental Ship *Boston* –  
P M

Capt [George] Williams reported –

That he had agreed to take Mr. Wm Dennies Ship & her Cargo of Mohogony Logwood &c now lying at Portsmo on the Terms he offer'd them to the Board – see proposals – had also agreed with Capt John C[l]arke to go Master of her & to give him the same Wages &c given Capt [Nicholas] Bartlett viz £10 – P mo £50 – in full Commissions primage &c ¾ P day while in port – Wages to be paid till return home if not taken – if the Ship is sold to be found a passage home –

Capt Williams reported That he had contracted with Jacob Boardman of Newbury Port for his Brig & Cargo to allow him 8/ P Ton P Month & insure her Value against all Risques, said Vessel to be appraised by three Men, Capt Wm Wyer on Accot of the Board Cargo 65 m Boards a 48/. Shingles 12/. Shooks 5/ & 6/. 20 hhds Cod & Seale Fish 27/ a 25/. 10 Tr's Salmon a £4 – Hoops £7 – & all her Stores see Contract on File for Vessl

1. Mass. Arch., vol. 148, 143–46.

2. Marine Captain Richard Palmes.

#### MEMORIAL OF DARTMOUTH INHABITANTS TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

We the Subscribers, Inhabitants of the Town of Dartmouth and others, having understood that your Honor's have given permission to the Captains of several Vessels brought into this port of Bedford to be exchanged and that they are to be sent to Newport in the State of Rhode-Island for that purpose. We beg leave to represent to your Honors that the Harbours of Bedford and Fairhaven lay very much exposed to the Enemy, and are in a very insufficient state to resist an attack of them – As We believe that the above Captains are fully acquainted with the defenceless state of this harbour, We humbly conceive that they are able to carry such intelligence as may induce the Enemy to make an attack upon this town and thereby endanger the lives and properties of the Inhabitants of it.

We beg leave further to represent to your Honors that there are a number of Ships, as well as other Vessels fitting out from this port both on acct of the Continent and Individuals (many of which ships have been even commanded by the above Prisoners) and therefore the Owners have the fullest reason to suppose that the aforesaid Prisoners will give such information as will render their Vessels exceedingly exposed to the Enemies Cruizers; The above Prisoners knowing the destination and the times of the sailing of the different Vessels bound out of this Port.

We therefore pray your Honors will recall the permission given to the aforesaid Prisoners as we are sure that by the continuance of it the consequences must be most unhappy to this Town and the properties of many individuals; – Inhabitants of this State. –

Isaac Sears  
James Bowdoin junr  
Elisha Tobey  
Joseph Russell Junr  
Patrick Maxfeld  
Nathan Rex  
Will<sup>m</sup> Patchell

W<sup>m</sup> Breck  
Griffin Barney  
Charles Ches[illegible]  
John Proud  
Uriah Rogers  
Sam<sup>l</sup> Stillman

Since our Last from the best Intelligence we Can Get from the Armie and Navey at Newport we have Reason to beleive they would be Very Ready to take all the advantages on our town & harbour of bedford we therefore are of opinion that it would be most advisable the prisoners be Sent from Providence to New york or Hallifax. when you Consider the Petition of A Number of merchants of this

Town we make no Doubt you will be of the Same oppinion with us. we are  
your most obedient & hbl Servts – the Committee of Safety and Select men  
Dartmouth February 3rd 1777

Fortunatus Shearman  
Phillip Taber  
Prince Tobey  
Thomas Smith  
Thomas Crandon

James Soule  
Nath<sup>l</sup> Richmond  
Abraham Shearman  
Philip Shearman

William Davis	} Selectmen
William Tallman	
Jabez Parker	

1. Mass. Arch., vol. 8, 163.

COMMODORE ESEK HOPKINS TO COMMODORE SIR PETER PARKER <sup>1</sup>

Onboard the *Warren* near Providence  
Feby 3rd. 1777 –

Sir I take the Opportunity by a Cartell from the Governor & Councill to send  
you Mr Charles Cranston acting Lieutt onboard the *Acteon*, in room of Mr  
Cranston brought by Captn Ayres, William Nash, midshipman onboard the  
*Tamor*, Richard Regett Midshipman onboard the *Orpheus*, and Six Seamen;  
for whom I must desire you to Send, or give Orders to release, Mr Michael Knies,  
and So many of his Crew, now onboard the Prison Ship at New York – <sup>2</sup> I am  
Sir [&c.]

E H –

To Sir Peter Parker Commander in Chief of  
his Britannick Majestys Ships at Newport

1. Hopkins Letter Book, RIHS.

2. See Hopkins to Parker, January 18, 1777.

LIEUTENANT SAMUEL SMEDLEY, CONNECTICUT BRIG *Defence*, TO GOVERNOR  
JONATHAN TRUMBULL <sup>1</sup>

Honourd Sr

New London Februy [3] 1777 <sup>2</sup>

As there ware Orders Came to Capt Harding for the Brig *Defence* to  
Proceed on A Cruise for three Months & Capt Harding not being Able Gave  
the Command to Me Acording to Your Honours Orders, I have therefore Got  
the Brig Ready for Sea so that there is Nothing Wanting but Men, Which there  
is No Chance of Getting here – We have not More than forty Men now belonging  
to the Brig & but very few Seamen Amongst them but Shall not be Detaind any  
on that Account As I think there is Great Prospect of Getting our Compliment  
at the Vineyard soon – Another Commesion Officer will be very Nesesary on  
Board As there is but two now Where there formerly Ware four if You think fitt  
to Appoint Another I Would Recommend to Your Honour Capt Angle of this  
Place he is A sober, steady, Worthey Man & has been Master of Vessel this twelve  
Years from this Place & to My Knowledge is A Stout Seaman – such A Man would



be of Greate service if it should be our Good Luck to Take A Valuable Prize in Getting of her In to Port As he is Well Acquainted With All the Co[a]st I Am Your Honours [&c.]

Sam<sup>l</sup> Smedley

NB I Shall Be Glad to Know by a Line from your Honour Whether Capt Harding is to Draw A Shear of Prizes as Commander While on Shore if there is Any bad Conduct I shall Expect to Bare the Blame & if Good Shall Be Judg'd by your Honour Who Must Receive the Benefitt

1. Conn. Arch., 1st Series, IX, 94a-94b, ConnSL.

2. The date is approximated. James Angel, recommended by Smedley, was appointed a lieutenant on February 7.

JOURNAL OF H.M. BOMB VESSEL *Carcass*, CAPTAIN ROBERT DRING<sup>1</sup>

February 1777

New York Alongside the Wharf

Monday 3d

at 11 Lieutenant John Howorth came on board and took Command of the Ship; I having permission from Vice Admiral Lord Howe to resign, and go to England for the Recovery of my health.

Rob<sup>t</sup> Dring

at 11 A M I came onboard and Superseded Captain Robert Dring by virtue of an Order from Viscount Howe, Vice Admiral of the White

1. PRO, Admiralty 1/167.

*New-York Gazette*, MONDAY, FEBRUARY 3, 1777

New-York, February 3.

The following Prizes were sent in here within these few Days, viz. Sloop *Savage*, Nathaniel Atkin, Master, from Boston, for Carolina, loaded with Rum, Sugar, and Mohagony Plank; Schooner *Smack*, John Leighton, Master, from Boston, for Virginia, with the like Cargo; Schooner *Friendship*, Daniel Rhodes, from Cape Nichola Mole, for Philadelphia, with Rum and Molasses; a Sloop from Connecticut with Flaxseed, &c. The above were sent in by his Majesty's Ship *Unicorn*.<sup>1</sup>

A Bermuda Sloop<sup>2</sup> with 400 Barrels of Gunpowder and 150 Stands of Arms, and a Schooner with 45 Hogsheads of Rum, have been taken and sent in by his Majesty's Ship *Phoenix*.

1. All except the schooner *Friendship* which was taken by H.M.S. *Roebuck*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

2. *Ibid.*, the Bermuda sloop was the *Fly*, James Wilson, master, from Martinique.

*Pennsylvania Evening Post*, FEBRUARY 4, 1777

Philadelphia, February 3, 1777.

The petty officers, seamen and landsmen, belonging to the armed brig *Andrew Doria*, in the service of the United States, are desired to attend their duty on board

said brig. Those that fail to attend within ten days from the date hereof, shall be deemed deserters, and liable to the forfeiture of their wages and prize money.

Isa. Robinson.<sup>1</sup>

1. The call was repeated in the newspaper on February 6.

“EXTRACT OF A LETTER FROM LEWES, (CAPE HENLOPEN) FEBRUARY 3, 1777.”<sup>1</sup>

By an express from Salisbury in Somerset, it is certain there is a Tory-Insurrection there. They had been in arms last week, and the Snow-Hill militia had gone to suppress them, on which they disappeared, and the militia returned home. But this must have been a feint of the tories to gain time to collect more from Sussex and elsewhere. Yesterday (being Sunday) great numbers were met in different places in Sussex, moulding bullets, &c. Expresses were sent to all the tory companies in Sussex, and many hundreds have marched with their firelocks, the number uncertain, though many of them were too cowardly to go. Those who have been probably hired by the English to invent and propagate lies for some years, have exerted themselves almost to press the ignorant foresters. The tory camp was last night at Parker's Mill, about five miles from Salisbury: On which Colonel [Joseph] Dashield was fortifying with a few whigs in Salisbury, but expected to be a thousand strong today: He has ammunition enough, and two pieces of cannon. Flags have been passed between the two camps, and they expect to have a battle tomorrow. It is said, that one Simon Kollock of Nanticoke, and one Herne, are to lead the Sussex tories, and Dr. Cheney, &c. those of Somerset. These, and many others, are said to have been on board the English men of war, and to have brought them round into Chesapeak bay. Armed vessels are now at Nanticoke; the tories believe them to be English, but Colonel Dashield believes them to be American, and expects some cannon from them, &c. It is certain, the English ships have not been near Lewis since they burnt a Carolina schooner in Indian river, when the tory flag on Long-Neck invited them in, the 20th of last month; when they brought Simon Kollock on shore with a new suit of cloaths, a silver hilted sword and sterling money, which he got on board. The design of all this may be conjectured. These tories use very violent expressions, as “By God, there never will be any peace till the Whigs and Presbterians are all cut off.”

By accounts from Somerset, since the foregoing we learn, that the insurgents had dispersed, and several of their leaders were taken prisoners.

1. *Dunlap's Maryland Gazette; or, the Baltimore General Advertiser*, February 25, 1777.

RICHARD HENRY LEE TO ROBERT MORRIS <sup>1</sup>

[Extract]

Dear Sir,

Baltimore February 3d 1777

The impossibility of getting intelligence at present thro' this Bay, has obliged us to send an Express to the Council of Massachusetts, requesting they will immediately dispatch a quick sailing Vessel with letters to the Commissioners. The only vessel we have sent from hence for this purpose, is now shut up in a small Creek below by the Men of War four or five of which are now in this Bay, as we are informed, & some of them as high as Smiths Point, mouth of Potowmack, they

have taken Buchanans ship as she went down. We have reason to suppose that these are the ships that lately block'd up the Delaware, and that they are brought here by the fugitive Guthridges' [Goodrich's] and the Tories on the Eastern shore of Maryland. The latter are numerous, and we apprehend have informed of a quantity of Provisions preparing there for the Troops which they mean to assist in getting to the Enemy.

We are doing all we can in this slow place to get armed Vessels down to obstruct this wicked design. In the mean time would it not be highly proper to send out immediately the *Sachem* or *Race Horse*, or both to the Capes of Virginia to notify coming in Vessels of their danger, and also to suppress any Tenders that they may have out to intercept Vessels coming in, whilst they think themselves secure from interruption from hence by the large ships covering the passage of the Bay opposite Potowmack. Captain Isaiah Robinson is as perfectly well acquainted with our Bay that he could in a swift sailing Vessel not only give notice to Vessels bound in, but come in himself, suppress their Tenders, and, regardless of the bigger Ships run into a thousand places of protection and security where they cannot molest him, taking care of the Counties of Somerset, Wor[ce]ster, and an adjoining Maryland Eastern shore – If you approve this Plan can it not be immediately executed? <sup>2</sup> I am inclined to think your Bay is open now, and it is a good opportunity to push [Nicholas] Biddle and the other Vessels out on the business you mention. We shall keep the letters you sent us for France until we can get an opportunity here, when we propose sending out the *Lexington*

1. Henry Laurens Papers, Group 45b, 1776–83, SCHS.

2. Lee was mistaken. Isaiah Robinson commanded the *Andrew Doria*, not the *Sachem*. Morris ordered the Continental sloop *Fly*, Captain Elisha Warner, to cruise off the Virginia Capes. See his letter to Warner, February 17.

SAMUEL & ROBERT PURVIANCE TO SAMUEL PHILLIPS SAVAGE, MASSACHUSETTS  
BOARD OF WAR <sup>1</sup>

[Extract]

Baltimore 3d Feb: 1777

Sir Your Favour of the 23d Decr P The Schooner *Ellen* Captn Morton, with Invoice & Bill of Lading for Six Hhds Sugar, & Four hhds Rum, was deliverd us this day. We beg leave to congratulate you on the safe arrival of this Vessel which narrowly escaped some Frigates of the Enemy at our Capes, who are since come into the Bay. – The Sugars & Rum will both sell at extravagant high Prices. The latter now worth 15/ P Gn the former, 140/ & upwards as in Quality.

The Intentions of the Enemies Cruizers in coming into the Bay at present is not certain: But supposed to collect Provisions & Stock from Two of the lower Counties on the Eastern Shore, where Toryism too generally prevails. whither they intend a permanent Stay is doubtful. At any Rate we are glad of embracing so early an Opportunity of advising you the danger, hoping it may be in time to prevent the Sailing of Some of the Vessels destined hither from your Board. Such as may have Sailed, will undoubtedly be in great danger of being taken. Congress are in the mean time fitting out some Vesls here to sail in a few days, which hope may at least prevent the depredations of the Enemies Tenders in the Bay & probably allarm some of the Inward bound Vessels. –

1. Mass. Arch., vol. 152, 39–41, Board of War Letters, 1776–1777.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN JAMES CAMPBELL, PRIVATEER  
SCHOONER *Enterprize* <sup>1</sup>

No 136

[Annapolis, February 3, 1777]

Sir We understand from Mr [Samuel] Chase that you are willing to undertake an expedition into Somerset County with the *Enterprize* to Suppress some disturbance[s] that have arisen in that and the Neighbouring Counties – be ready and call here at Annapolis on your way down for further orders. –

1. Council of Safety Letter Book, No. 2, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL <sup>1</sup>

[Williamsburg] Monday the 3rd day of  
February 1777

On the Recommendation of the navy Board, it is Ordered that a Commission issue appointing George Chamberlaine second Lieutenant of the Brigantine *Muschetto* in the room of Robert Bolling who is recommended first Lieutenant of the *Manley* Galley.

Mr. President having received information that a Sloop from Martinico bound to Baltimore laden with Powder and Soldiers Cloaths had been chased up East River by some British Ships of War, and that the Captains Orders were to deliver the said Cargo to the Order of some Committe or Convention should necessity oblige him to put into any port in Virginia, wrote a Letter to Sir John Peyton of Gloster County, desiring him to receive the aforesaid Cargo and guard it, and to send an Accot to the Governour and Council of the Steps he may take in this Affair.

On the Recommendation of the Navy Board, a Commission issue appointing John Pasteur captain of the Pilot Boat *Molly*, dated the thirtieth of January last past

A Permit issued to the Sloop *Industry*, Captain Hutchings, to trade to Bermuda, laden with Tobacco and Flour per Manifest filed. Bond with security exd acknowledged, and ordered to be recorded.

On the Recommendation of the Navy Board; Commissions issued appointing Goodrich Boush to the Command of the *Washington* Galley; James Tenant first Lieutenant of the *Norfolk Revenge* Galley, and Edward Latimer first Lieutenant of the pilot Boat *Molly*.

Whereas the Council some time ago received Information that Flour sold low in the Foreign West Indies, and that Indigo commanded a good price, which being a less Bulky Commodity must make a more profitable Cargo for our small Vessels, and had determined to send several swift sailing vessels to Charles Town in South Carolina, addressed to Peter Rutledge, who was desired by Letter from his Excellency the Governour to cause to be purchased for the use of this State about eight tons of Indigo, and to draw on our Delegates in Congress for the cost and charges thereof. And the armed Boat *Henry* commanded by Captain Pasteur being ready to sail to Charles Town for the purpose of taking in a load of Indigo to be consigned and carried to messieurs Vanbibber and Harrison of St Eustatia and Martinico. Upon Colo [William] Ayletts recommendation, The President di-



rected the Captain to take on Board from Portsmouth fifty Barrels of flour, and apply the neat proceeds to the Credit of this State. And Letters to our Delegates at Congress and President Rutledge were written in Consequence of the ships [*sic* ships] which had been taken & recorded in the Letter Book.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 321-24.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

February 1777

Charlestown N71.15W 181 Leagues

Monday 3d

Fresh breezes & Cloudy Wear

At 9 am Saw a Sail to the Noward do made sail and gave Chace At 1/2 past 11 AM Brot too the Schooner *Susannah* from Geo. Town So Carolina bound to Cape Francois Laden with Rice & 4 Small Kegs Indigo, in Company as before.

Fresh Gales & Cloudy wear

At 3 PM Saw a Sail to the Westd gave Chace At 8 PM fired a Shot and brot too the Schooner *Baker* from St Eustatius bound to Newberry, Laden with Canvas, Cordage & Melasses

1. PRO, Admiralty 51/380.

VICE ADMIRAL JAMES YOUNG TO THE GOVERNORS OF GRENADA, BARBADOS AND ST. VINCENT <sup>1</sup>

Copy)

My Lord

Antigua 3d February 1777.

I am to acquaint You that several Adventurers belonging to the Island of Antigua (encouraged thereto by an opinion they have obtained from the Attorney General and some other Law Gentlemen of this Island) have fitted out several Armed Vessels (Consisting of small Pilot Boats, Schooners and Sloops) and without Commission or any Lawful Authority from the Crown: have caused them to proceed to sea, there to Cruize and make Capture of any American Vessels they can meet with. They have already taken upon the High Seas several American Vessels and sent them into the Island of Antigua to be prosecuted in the Court of Vice Admiralty as Prize of War and it seems expect to be rewarded both by the Court of Admiralty and the King for making such Captures. I think it highly probable some of the Inhabitants within Your Lordships Government Stimulated thereto by what they may deem the success of the Antigua Adventurers may also determine (if not prevented) to act in the same manner.

In the course of my Service I never before heard of any Self appointed Cruizers, and am firmly of opinion the same is not only strictly illegal; but highly Derogatory to the King's Authority, and will also be attended with many dangerous and alarming Consequences to the Nation. I have already received a Complaint from the Governor General of Martinique &ca that an Armed Sloop belonging to Rosseau Dominica has boarded and Examined several French Vessels and that he has ordered one of the French King's Frigates to take her as a Pirate I must further add that I am certain Administration in England have possitively refused repeated applications made to them for Permission to Arm private Vessels to cruize and act offensively against the American Rebels: neither do I think the

opinion of Lawyers a sufficient Sanction, to risk the Involving two Nations in a War: for the sake of Gratifying a few Individuals: I must therefore intreat you will be pleased to take such measures for preventing the foregoing Mode of Arming Vessels to Cruize on the High Seas, from the Ports within Your Government as your Lordship may think proper and Effectual: I also beg to receive your answer to this Requisition as speedily as possible: as I think it my duty to transmit without Delay, a full and particular account of these Transactions to the Ministry, in Order to their laying the same before His Majesty I have the Honor to be my Lord &ca

Jam<sup>s</sup> Young

To The Right Honble  
Lord Macartney, Grenada  
The Honble Edward Hay, Barbadoes  
Governor Morris, St Vincents

[Endorsed] (No 7.) Copy of Letters from Vice Admiral Young to the under named Governors Govr Shirley: Dominica Lord Macartney, Grenada Hay – Barbados Morris – St Vincents.

[Second endorsement] In V. A. Young's Letter Dated 8th March 1777 –

1. PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN WILLIAM FOOKS, R.N. <sup>1</sup>

Copy)

By James Young Esqr Vice Admiral  
of the Red &ca

You are hereby required and directed to proceed forthwith in his Majesty's Sloop *Favorite* under Your Command to Kingston Bay St Vincents and their deliver to Governor [Valentine] Morris the Letter You will herewith receive from me addressed to him on His Majesty's Service; and are then to make the best of your way to St George's Grenada, and deliver the other Letter addressed to Lord [George] Macartney: and at that place compleat the Sloops Wood and Water with all possible Expedition; and as soon as that Service is performed proceed on a Cruize, ranging along the Island Grenada, the Grenadines and St Vincents and use your utmost Endeavours to intercept and make Capture of all Ships and Vessels belonging to, or owned by any of the associated Colonies in North America now in Rebellion, and of all other Ships and Vessels whatsoever that you can meet with either going to Trade or coming from Trading with any of the afore-said Colonies taking care strictly to Comply with the general Orders you have received from me concerning them. And whereas I have Intelligence that several Privateers and Armed Vessels belonging to the said Rebellious Colonies are now Cruizing in these Seas &ca to annoy and make Capture of the Trading Vessels and Property of His Majestys Loyal and Faithful Subjects; you are therefore directed to use Your utmost Endeavours to take, sink, burn, or otherwise destroy all such Armed Vessels and Privateers belonging to the Rebels you can meet with at sea; but are not to attack them in the Bay's Harbour's or Roads of any of the Islands belonging to European Powers in Amity with Great Britain, whilst under the protection of their Forts.

You are to remain on the Station now appointed You 'till further Order, and are to transmit me by every opportunity such Intelligence as you may be able to procure concerning the operations of the Rebels &ca for which this shall be your Order.

Given &ca at English Harbour Antigua  
the 3d February 1777.

Jam<sup>s</sup> Young

By Command of the Admiral

Geo. Lawford

1. PRO, Admiralty 1/309.

#### 4 Feb.

NEW HAMPSHIRE COMMITTEE OF SAFETY TO MARINE CAPTAIN GEORGE JERRY  
OSBORN <sup>1</sup>

State of New Hampshire.

Sir –

In Committee of Safety, [Exeter] Feby 4th 1777.

The Committee are informed, by Col [Pierse] Long, that you have enlisted as marines to go on board the *Raleigh* ship of War, Sundry soldiers belonging to his Regiment, now under marching orders for Ticonderoga. The Committee have seen no Resolve or Vote of Congress that will justify such proceeding, and think it very prejudicial to the public service, and that you ought to release them immediately.

A Resolve of Congress transmitted to us allows officers appointed to recruit the Quotas of men in the several States allotted for them to raise to serve during the war, to Enlist men out of other Regiments in their Service, who are engaged for a short time; but is expressly limited to them, and cannot be construed to allow any other officers to enlist them, though for the war, unless they belong to the 88 Battalions mentioned in the Resolve <sup>2</sup>

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 480–81.

2. Resolves of September 16, 1776 to raise 88 battalions to serve during the war, Ford, ed., *JCC*, V, 762, 763.

JOHN MANLEY, DEPUTY CONTINENTAL AGENT FOR RHODE ISLAND, TO  
CAPTAIN JOHN PAUL JONES <sup>1</sup>

Capt Jones

Providence Feby 4. 1777

Sir

I some time ago Wrote you Concerning some imbezelmēt of Mr Gallaher's Effects on board the Sloop *providence*, by Mr Lovey [George Lovie] and Mr Beckup [James Bechup] Desiring your Assistance, in settling the Affair, towards making satisfaction them Two men have Destroy[e]d but I have not as yet had the Pleasure of a line from you –

You have here a Letter Inclosd from Mr Gallaher him self – the particulars of which must refer – <sup>2</sup>

I should be glad of a Line from you how in What manner I had best to proceed if this Lovy is a good officer I should be Loth to Expose him, but otherways I am Determin[e]d to Commence process against him as I have sufficient proof of him wearing the Cloths of Mr Gallaher & Disposing of some of his

Effects in Newport. your Silence on this head will Confirm me in the Opinion I have had given of this Lovey I am Sr with Due respect [&c.]

John Manley

To John P. Jones Esqr Late Commander of the Ship of Warr the *Alfred* Boston –  
[Endorsed by Jones] Providence 4th Feby 1777. letter from Mr Manley inclosing one from Mr Gallagher recd Boston ~

1. Papers of John Paul Jones, 6544b, LC.

2. See Bernard Gallagher to Jones, January 18, 1777.

COMMODORE ESEK HOPKINS TO LIEUTENANT DAVID PHIPPS <sup>1</sup>

To David Phipps Esqr

Providence Feby 4th 1777 –

Lieutt of the *Trumbull* Frigate –  
at New Haven

Sir I receiv'd yours of the 27th Jany and observe the Contents and as to the Wages of the Officers and People that were turn'd over from One Vessel to another, the Last Commander has paid them off, (first having an Account of what Slops or Money they had out of the Vessel or Vessels they came from) – I have Examined Capt'n [John] Hazards Books, and find no Account against you – If you cannot get it Settled any other Way, if you'll get a Certificate from Capt'n Saltonstall when you was Enter'd into the Service, and another from Capt'n Hinman when you came onboard the *Cabot*, I will give an Order on Mr [Nathaniel] Shaw [Jr.] for your Wages due – I am Sir [&c.]

E H –

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO NATHANIEL SHAW, JR. <sup>1</sup>

Nathl Shaw, Junr Esqr

Providence Feby 4th. 1777 –

Continentl agent at New London

Sir Capt'n Whipple late of the *Columbus* Sent for his money from New Hampshire and Boston, and has divided it out to his People – and as Mr Thomas Mumford has a power from Capt Hinman his Officers and People I think it will be best for the Service that you pay him the Captors part of what Capt Hinman's last Prize <sup>2</sup> came to (all except my part which is one twentieth) – and his Receipt will be your discharge for the Same. I am [&c.]

E H –

1. Hopkins Letter Book, RIHS.

2. Prize of the Continental brig *Cabot*.

NATHANIEL SHAW, JR. TO ROBERT MORRIS <sup>1</sup>

[Extract]

To Robert Morris Esqr

New London Feb 4th 1777

Chairman of the Secret Committee Philda

Sir Inclosed is a Copy of what I wrote you in Answere to yours of the 5th Novr Relative to the Powder Since that I have not received any of your Orders. I Just



now was Informed by a person from Hispaniola that Capt Geo Champlen in the Brig *Nancy* belonging to me had sailed from that port with Ten tons of Powder & three hundred Musketts and that he designed to fall in to the Southward Incase he has arived, this being on the Continent Accot you can give directions for the disposal of it. . . .

1. Shaw Collection, Letter Book, YUL.

NATHANIEL SHAW, JR. TO ROBERT MORRIS <sup>1</sup>

[Extract]

New London Feb 4 1777.

Sir I Received yours 14th Ulto and observe the Contents and relative to the Ship *Mary* Capt [Thomas] Kennedy, she is now laid up and her Cargo all Landed, I have by Govenour Trumbulls order delivered the Wheat to the Commissary General, all except a few bushels to the Neady Inhabitants and sum I have ordered to be made into ship Bread, for the Supplying of any of our Continental Fleet that may want I shall get the Commissarys Bills for the Amo of what he has received, and as to Loading the Ship or sending her to the Southward its impracticable, for his Majestys Friggates have entirely shutt up this Harbour so that its impossible to get out, without falling into their hands, this day a prize Schooner was run on Shore by the *Niger* Frigate & her Station of our Light House, so that we must give over thinking of getting Kennedy out, untill we can oblige those Gentry to remove . . . Agreeable to your orders I had all the Stores Commodore Hopkins brot from Newprovidence apprized and sent you the Amo the people who were in that expedition want there prize Money should be glad you would let me know whether I am to pay them out of the Continent share of Prizes now in my hands – Inclosed is a List of Prizes that is been brot into this State since the Commencement of this Warr,<sup>2</sup> and shall continue to advice you of all that comes in – I have and shall Continue to supply Capt [Dudley] Saltonstall with what money he may want to get his ship <sup>3</sup> out, at present she is in Connecticut River and am fearful we shall meet with Difficulty in getting her out as she draws so much water, it must be a very extraordinary tide to get her over the Barr, and in case she lies any time on the barr, as the British Ships are Continually passing they may take that opportunity to Destroy her, however you may depend that the greatest prudence will be observed – the Sale of the prize Ship *Clarendon* taken by the *Cabot* is not compleated soon as it can be effected shall send the Accot . . .

This moment a person come in and says that the prize Schooner I mentioned being drove on Shore by the *Niger*, proves to be a Prize belonging to an Armed Vesell of mine, Laden with beef pork butter bread & flour she is 150 tons burthen we have got on those 800 Firkens of butter 100 Casks Bread last Night, the Frigate sent her Boats to burn her, they boarded her & sett her on fire in the Cabbins but our people fired on them so smartly they were obliged to quit her & tumbull into their Boats drove of with the wind not daring to stand up to row &c &c – the *Niger* still Continus to cruse of this Harbour . . .

1. Shaw Collection, Letter Book, YUL.

2. See Volume 6, 1100–01.

3. Continental frigate *Trumbull*.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO JOHN HANCOCK <sup>1</sup>

[Extract]

Philada Feb'y 4th 1777

. . . The Board of Assistants to the Marine Committee <sup>2</sup> are now getting the Tradesmen & others to Work on the Frigates & other Vessells of War here & will want Money for that department hitherto it has been supplied by drawing all the Continental share of Prize Money out of the Agents hands & that Fund is exhausted for the present . . .

We are of opinion the Congress may now return with safety & that they cannot be disturbed by any New attacks on this side September by which time we Shall certainly have our Army able to meet & Cope with the Enemy wherever they please, We ground our present opinion of Safety to this City on many [illegible]-ring Circumstances, but principally on the Enemies want of Horses to move the necessary stores, provisions, Forage Artillery &c &c for Such an undertaking, they have not Numbers sufficient & what they have are unable to do the duty neither can they subsist what they have. They will not undertake such an Expedition by Water for they have not Men enough to hold New York & attack this place at the same time, If they depend on assistance from Quebec they cannot get those Troops here by Sea sooner than August & as to reinforcements from Europe they must be more difficult to be had & later in coming this year than last & so in each succeeding year whilst they are mad enough to carry on the War – If this reasoning be right, the Congress may return with Safety and we imagine it does not require Arguments to prove that the general interest of America requires that they shou'd return if possible . . .

The *Randolph* Frigate is on her way down the River with several Merchantmen under Convoy, the *Hornet* & *fly* attending them and we hope they will get safe out that being once accomplished we shall be impatient to give you good accounts from Capt Biddl[e] . . .

1. Papers CG (Letters and Reports from Robert Morris), 137, Appendix, 136–41, NA.

2. Navy Board for the Middle District.

CAPTAIN JOHN CHRISTIE TO THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Gentlman

February the 4th 1777

I am under the Nesasety of applying To your Honnerable board In behalf of Walam Hardy [Hardie] Second Leuittenant of *Chatham* galy to the perfarmment of Leuittenance in the *Vesuvius* fire Brige as he is A worthy officer and Deserves perfarmment and Bears the strongst recommendation of most Gentlman In the fliet of at Station and at your Honnerable board wod a Point him in the leu of James Browen <sup>2</sup> He you have so honnerable apointed in on[e] of the Fire Barges. And at your honnerable board Wod a point Mr. Hardy in his Place <sup>3</sup> and oblage Your most [&c.]

John Christie  
Commander of the *Vesuvius*

1. USNAM.

2. Lieutenant James Brown had been appointed to the armed barge *Tormentor*.

3. Hardie was appointed, but the muster roll of the *Vesuvius* notes that he had "Run" in September, 1777, Muster Roll Books, 1776–1778, Pa. Arch.

*Pennsylvania Evening Post*, TUESDAY, FEBRUARY 4, 1777

To be sold by public vendue, on Saturday the 8th inst. (February) at six o'clock in the evening, at the London Coffee-house, the privateer sloop *Congress*, with all her guns, &c. as she came from a cruize, and now lies at Charlestown, South-Carolina. For farther particulars apply to Thomas Lawrence, Esq.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Tuesday, February 4, 1777

*Resolved*, That Dr. [Thomas] Burke be added to the Medical Committee; and that he be appointed a member of the Marine Committee, in the room of Mr. [William] Hooper, who has leave to return home for some time.

1. Ford, ed., *JCC*, VII, 85, 87.

RICHARD HENRY LEE TO JOHN PAGE, WILLIAMSBURG <sup>1</sup>

[Extract]

Baltimore, – Feby 4th 1777

. . . The visit paid us by the British Ships, and, as we hear, the number of small craft they have seized in our narrow waters, prove incontestibly the disadvantage we shall forever be exposed to while we are in want of Marine force. Had our Gallies been in good order and fit for business, the Barges and small Craft of the enemy would never have dared attempt the Capture of Vessels in our shallow narrow waters – And I will venture to affirm that if we had 8 or 10 such Gallies as Congress have built in the Delaware to carry 4 thirty two pounders each, with 10. 6 pounders & 100 men, Not less than a Squadron of Line of Battle Ships would venture up our Bay.

1. Delaware Miscellany, II, 1, LC.

HOLTON JOHNSON TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Gentlemen

Baltimore Feby 4th 1777

this is to Inform you that I have this day wated on the Honl John Hancock for Advise Concerning Loding the Brig at this difecult Time he advises me by no means to think about Loding her with Flower but advises me to Lode her with Tobacco for France as Flower is from 20/ to 22/6 and scarsely any Cums to market which Advise he Tels me I shall never be Blamd for braking Your Order at present there is no Chance to git any Vessel out of this plase there is five Men of war Lays below besides sum Tenders if there should be no Oppertunity to git the Brig Out the Flower wold Sower on Your hands—if the Tobacco should Lay in A Year it wold not be any thing the wors for it and if there is any Oppertunity to git her out I think I Can git the Master and Men therefore I think it my Duty to Take up with Mr Hancocks advise and Lode her Emediately with Tobacco if the Men of war shoud not Leve the Bay so as to send her out should be glad You wold write Me word whether I shall Discharg the Men or not Tobacco now is from 28/ to Thurty & Rising I Expect that I shall be able to Lode her in about Two weakes I am Gentelmen [&c.]

Holton Johnson

1. Mass. Arch., vol. 152, 42, Board of War Letters, 1776–1777.

*Maryland Journal*, TUESDAY, FEBRUARY 4, 1777

Baltimore, February 4.

Wednesday last Capt. Henry Johnson, late of the *Yankee* Privateer, of Massachusetts Bay, who escaped from a British Man of War, lying at the Nore, arrived here from France. We hear he brings very pleasing Accounts of the friendly Disposition of the French Nation towards the American Cause.

Baltimore, February 1st, 1777.

By virtue of an order from the Honourable Benjamin Nicholson, Esq; Judge of the Admiralty for the State of Maryland, on Tuesday the fourth instant, at nine o'clock in the forenoon, at the store of Messrs. Lux and Bowley, in Calvert street, will be Sold, by Public Vendue for Ready Money.

Port wine in bottles, Lancashire ale, anchovies, capers, catsup, raisins, pickled tripe, and a quantity of cheese; being part of the cargo of the Schooner *Hannah*, lately made prize of by the Sloop *Montgomery*, William Rogers; Esq; Commander.

David Stewart, Marshal.

Twenty Dollars Reward

Baltimore, February 1, 1777.

Deserted from the New Galley, at West River, in Anne-Arundel County, on the 27th of January ult. a certain Henry Peggs, an Englishman, about 5 feet 8 inches and 3 quarters high. Had on a brown coat, black spotted velvet jacket, leather breeches, thread stockings, country made shoes, and a castor hat. He can play on the fife and drum, and has a counterfeit discharge from the galley at West River. Whoever takes up said deserter, and brings him to said galley, shall receive the above reward, from

John David, Captain.

N.B. Recruiting officers are hereby forewarned from enlisting the aforesaid deserter.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS <sup>1</sup>

Sir

The Commissioners of the Navy desire you will purchase on the best terms, and as soon as you possibly can ten good Negroes such as you may think proper for working at the Ropewalk, and draw on the Board for the Money which shall be paid on sight. It is probable you may make the purchase either at Johnsons or Blands Sale. --

(Signd) Thomas Whiting 1st Commr

Williamsburg 4th Feby 1776 [*sic* 1777] --

1. Navy Board Letter Book, VSL.

VICE ADMIRAL JAMES YOUNG TO LIEUTENANT JOHN P. ARDESOIF,  
H. M. BRIGANTINE *Pelican* <sup>1</sup>

Copy)

By James Young Esqr Vice Admiral of  
the Red &ca

You are hereby required and directed forthwith to proceed to Sea in his



Majesty's Armed Brigantine *Pelican* under your Command and call at Kingston Bay St Vincents; and St Georges Bay Grenada; at one of which places you will meet with an Ordnance Store Ship, lately arrived from England, having on board Ordnance Stores for the King's Service at Antigua Yard: and you are to deliver the Master of said Store Ship the Letter you have received from Mr Peter Alsop, his Majesty's Ordnance Storekeeper at this place, and are to receive from him on Board the *Pelican*, Three<sup>r</sup> four Pound Guns with their Carriages &c<sup>a</sup> to Compleat the Number of Guns allowed her, for which You are to give a proper Receipt; You are also to make inquiry after and proceed in search of Captain William Fooks of his Majesty's Sloop *Favorite*, stationed to range along the Islands Grenada, the Grenadines and St Vincents, and deliver Captain Fooks the Letter given You herewith addressed to him, and you are to put yourself under his Command, and follow and obey all such Orders and directions as he may have lodged for you at any of the aforesaid Islands; or that you may from time to time receive from him for his Majesty's Service; taking especial care to compleat the Brigantines Wood and Water as opportunities offer, for which this Shall be Your Order.

Given &c<sup>a</sup> the 4th February 1777.

Jam<sup>s</sup> Young.

By Command of the Admiral

Geo. Lawford

1. PRO, Admiralty 1/309.

**5 Feb.**

JOHN LANGDON TO CAPTAIN BENJAMIN GUNNISON <sup>1</sup>

Capt Benja Gunnison

Portsmouth in the State N. Hamps

February 5th, 1777

You haveing the Command of the Brigantain *Morris*, belonging to the United States of America now equipt for Sea, It's my Orders you embrace the first opp[o]rtirnity of wind and weather, and, Sail with Sd Brig<sup>t</sup> for the Bay of Chesapeak, and proceed up the River Rhappahannock to Fredericksburgh in Virginia where, when it shall please God, you Arrive, You'll call on Messrs James and Adam Hunter who Transact business for the Continent and to them Deliver, your letters, and follow their further Direction, in taking a Load of Tobacco or other Merchand[iz]e for Some port in France as they may order; you'll be inti[tl]ed, not only to your wages (which is to be at Ten pounds L my Dollars at 6/ p month but also to the Customary Priveledges of Carr[y]i[n]g Staves or other articles and Cabin Stores), as are given other Masters at the port you load, any Resonable Advances of money, will be made you, by those gentlemen as they are Agents for the Continent – On your Return from France should you be order'd to any other port then this, on the Continent and there, be Discharged, you'll be Allowed, every reasonable Expen<sup>c</sup>e in geting home, by the Continent – Should it so happen that great Numbers of Cruizers belonging to the British fleet should be off the Capes of Virginia; so as to Render it very Dangerous in going in and by any good intelignce, there should be much less Risque in going to South Carolina; you may in that Case proceed to Charlestown in South Carolina aforesd where when you Arrive Call on Messrs Levinus Clarkson

and John Dorsius Continental Agents, and take a load of Rice, for France, or follow their Direction after Shewing them, these orders – I must Strictly enjoin, you, to the Strickest Care, and good look out to prevent your falling into the Hands of our enemies, Recomendng also, the utmost frugality and Dispatch dureing your voyage – I wish you health and prosperity – Your Friend and Derector

John Langdon  
Agent for the United States

P S. The Allowance of one Dollar P Day be made while in Port when abroad.  
[Endorsed] The above and on the other side of the book is Copy of my Orders which I promise to follow

Benja Gunnison

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

#### PETITION OF ANDREW CABOT TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Honble the Council and Honble House of Representatives of the State of Massachusetts Bay –

The Petition of Andrew Cabbot of Salem Humbly Shews, that your Petitioner has a Ship called the *Rambler*, which He begs your Honors would give Liberty for to Sail in Ballast from this State to Carolina, there to load with Rice and then proceed to some Neutral Port in Europe for Salt, and in case Salt cannot be procured, the Amount of a Cargo shall be brought to this State, in Woolins Sutable for the Army, which This State shall have the Preferance in the Sale of, and your Petitioner as in duty bound will ever pray.

Boston 5th Feby 1777

Andrew Cabot

[Endorsed] In Council Feby 17th 1777 Read & thereupon Ordered that Richard Derby & Daniel Hopkins Esqrs be a Committee to consider the above Petition & report what is best to be done thereon –

John Avery Dpy Secy

In Council Feb. 18th 1777 read and orderd the Prayer of the above Petition be granted –

1. Mass. Arch., vol. 166, 209.

#### PETITION OF AARON ANDREWS TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble the Council of the state of Massachusetts Bay

Humbly Sheweth Aaron Andrews Prize Master of the Bark *John* a prize taken by the Brig Capt [John] Fisk belonging to this State <sup>2</sup>

That one of the prisiners Robt Key on board the said Bark *John*, robbed the prize of Sundry articles & attempted the Life of your petitioner, and endeavord to raise a Mútiny on board, and is a person very inimical to these States, & is now under Confinement – Your Memorialist therefore prays your Honors would give direction what shall be done with the said Robt Key – and as in duty bound will ever pray.

Boston Feby 5. 1777

Aaron Andrews

[Endorsed] In Council Feby 5. 1777 Read & Ordered that the Secretary give a Mittimus directed to the Sheriff of the County of Suffolk to committ the above named Robert Key to the Goal in Boston Jno Avery Dpy Secy

1. Mass. Arch., vol. 166, 207.

2. *John*, William Barrass, master, taken by the Massachusetts state brig *Tyrannicide*, arrived in Boston, January 22, 1777.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 5th Feby 1777 AM

Voted That Ebenezer Bradford have the Command of the Ship *Caledonia* – The Board agree to allow him the same Wages previledge &c given Capt [Nicholas] Bartlett, with which sd Bradford is satisfied –

Order'd That five Load of Ballast be immedeately put on Board the *Caledonia* – Resolv'd That the Ship *Caledonia* be called the *Pliarne* –

1. Mass. Arch., vol. 148, 148.

#### GEORGE WASHINGTON TO ROBERT MORRIS <sup>1</sup>

[Extract] Head Quarters, Morris Town, February 5, 1777.

I perfectly agree in Sentiment with you, that it would be better for every Suspicious and dangerous person to be in New York, for which reason you have liberty to send in Capt. [William] Jones in exchange for Capt. [William] Hallock <sup>2</sup> . . . If there are any others taken in Merchantmen that are not held as Prisoners of War, use your own discretion, only endeavour if you can, to procure the liberty of Masters of Ships or others under the same Circumstances.

1. Fitzpatrick, ed., *Writings of Washington*, VII, 107–08.

2. Jones had been commander of H. M. Sloop *Racehorse*, and Hallock of the Continental brig *Lexington*.

#### ROBERT MORRIS TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir Philada Feby 5th 1777

I have frequently received your letters advising me the particulars of your several Cruizes, and with pleasure assure you that the Contents in every instance have been very acceptable, always entertaining & in many parts usefull, these letters I have from time to time communicated to the Members of the Marine Committee all of whom express their satisfaction with your Conduct. You wou'd no doubt expect an Answer from them to your proposal for a Cruize this Winter on the Coast of Africa <sup>2</sup> and such they intended to give you long since but the confusion occasioned by their removal from this City to Baltimore & the Multiplicity of business that has unavoidably crowded on every Member of Congress, put it out of their power to give that attention to your department that they wou'd always wish to carry into every American Concern, thus Circumstanced they never doubted that your Active genius wou'd find usefull employment for the Ships you Command, as you were so near the Commodore & cou'd go cloathed with his Authority & they have not been disapointed for you have in this way made a most usefull & Successful Voyage to Cape Breton & thence to Boston. Major [John Gizzard] Frazer <sup>3</sup> passing through this City (which I have never left) sent me an

account of that Cruize which appeared to be in your own hand writing, pleased with your Success, I transmitted it to Congress and wrote that, if they pleased, I wou'd point out an enterprize or two for you to undertake & leave the Choice to yourself, this was agreed to, and my present design is to fulfill that promise, when I made it, I had in view either to gratify your desire by undertaking an expedition as you proposed to the Coast of Africa, or to gratify my own by undertaking what I think will prove a more usefull one & nearer home. I have pretty good information that there is Stationed at Pensacola only two or three Sloops of War from 10 to 16 Guns, and that at that place there is not less than 100 ps of Brass Artillery which our Armies are much in want off, These insignificant Sloops of War lie there in perfect Security or now & then take a Cruize along the Coast of Georgia & Carolina, shou'd they be met with they will inevitably become your prizes, Shou'd they be out of the way Pensacola may become the more easy prey, it is true that Governor [Peter] Chester has been trying to put that place in a posture of defence, but he has no Troops and the inhabitants will never defend it, therefore my plan is that you shou'd take the *Alfred*, *Columbus*, *Cabot*, *Ham[p]den* & Sloop *Providence* proceed first to the Island of St Christophers where a sudden & unexpected attack will carry that place being very defenceless, there is a Number of Canon & Stores there, as well as Merchandize of various Sorts that we are in want of and I fancy you will make a considerable booty, this however is not what I have so much in View as to alarm not only the Inhabitants but the whole British Nation, it will oblige the Ministers to provide for the Security & protection of every Island they have & by that means they must divide their Force & leave our Coasts less carefully gaurded from St Kitts (where your Stay must be short) you can proceed down to Pensacola, I apprehend the best passage might be down the South side of Hispaniola & then you might give an alarm to the North side of Jamaica by putting into some of the outports there, cutting out their Ships &c in all which you must be expeditious as their Fleet will be after you, Shou'd you decline meddling with Jamaica the best passage will be down the No Side of Hispaniola through the passage of Cape St Nicholas & Cape Maize & then down the So Side of Cuba, When you arrive at Pensacola it may be well done to send a Brigt & a Sloop to Cruize off the Mouth of the Mississipi so long as you remain in that quarter but they Shou'd wear English Colours & never go so near into the Balize as to be known for any thing but English Cruizers, there is at this time not less than £ 100,000 Sterlg Value in goods up that River the remittances for which, will come away in the Months of March, April & May, in Indico, Rice, Tobo, Skins & Furs, so that this alone is an object worthy of your attention, but as I have said before, disturbing their Settlements & spreading alarms, Shewing & keeping up a Spirit of Enterprize, that will oblige them to defend their extensive possessions at all points is of infinitely more Consequence to the United States of America than all the Plunder that can be taken, if the[y] divide their Force we shall have elbow room & that gained we can turn about & play our part to the best advantage which we cannot do now, being constantly cramped in one part or another, It has long been clear to me that our infant Fleet cannot protect our own Coasts & that the only effectual relief it can afford us is to attack the Enemies defenceless places & thereby oblige them to Station more of their Ships in their



own Countries or to keep them employed in following ours and either way we are relieved so far as they do it, I do not pretend to give you any Account of the Coasts or Harbours, Strength of Fortifications or mode of Attack, for I cannot doubt you being well acquainted with these things, knowing as I do that you have been a Commander in the West India Trade, & at any rate your appearance will be unexpected, the Enemy unprepared, they have no Troops and the very sound of a Great Gun will frighten them into submission. Govr Chester will no doubt, know where the Brass Artillery are deposited and be glad to surrender them as a ransom for himself & his Capital. when your business is done at Pensacola you may give them an alarm at St Augustine, but here they have some Troops and you must be careful of your Men. I think you shou'd carry with you as many Marines as possible for they will be usefull & necessary in all your Land Excursions. The Southern Colonies wish to see part of their Navy and if you find it Convenient & safe you might recruit & refit at Georgia, South or North Carolina, there make Sale of such part of your Prize Goods &c as wou'd be usefull to them, learn where was the safest Port to the Northward & then push along to such place of safety as might be necessary for refitting & remanning the Fleet. Shou'd you prefer going to the Coast of Africa you have the Consent of the Marine Committee but in that case I apprehend you only want the two Ships & Sloop *Providence*, remember it is a long Voyage that you cannot destroy any English Settlements there and that if you meet any of their Men of War in those Seas they will be much Superiour to you in Strength, &c you may it is true do them much mischief, but the same may be done by Cruizing to winward of Barbados as all their Guinea Men fall in there, however you are left to your choice and I am sure will choose for the best. Shou'd there be a difficulty in getting all the Vessells fully manned with so many Seamen as you may think necessary take the more Marines & you will get Seamen from Prizes in the Course of your Voyage. It is a standing instruction from the Marine Committee to the Commanders in the American Navy, to be careful of their Ships, the Materials & Stores, to use well their officers & Men, preserving however Strict discipline, to treat Prisoners with Humanity & generosity, and to keep them advised of their proceedings as frequently as Circumstances will permit. Wishing you the utmost Success, I am Sir [&c.]

Rob<sup>t</sup> Morris, V. P. of the Marine Committee

P S If you get the Brass pieces Land them in the first port in these States & have them Valued –

1. Papers CC (Letters and Papers of John Paul Jones, 1777–91), 168, I, 5–8, NA. A copy, varying slightly and dated February 1, is in the Marine Committee Letter Book, 52–54, NA.
2. See Jones to Morris, October 17, 1776, Volume 6, 1302–04.
3. Frazer, a Virginian, was a major in the 6th Continental Infantry. He had resigned December 31, 1776.

ROBERT MORRIS TO COMMODORE ESEK HOPKINS <sup>1</sup>

Sir

Philada Feby 5th 1777

By Consent of the Honorable Congress I have this day given instructions to Jno Paul Jones Esqr Commander of the *Alfred* to take upon him the Conduct of an Expedition wherein he will require the assistance of the *Columbus Cabot*, *Cam-*

*den [Hampden]* & Sloop *Providence*, and You will please to order the Commanders to join him & to put themselves under his Command. I flatter myself with having your utmost exertions to get these Vessells well & expeditiously manned and compleatly fitted that they may sail soon as possible. I lately forwarded you a Packet with instructions respecting the Frigates from the Marine Committee which I hope will arrive safe. I long to hear that you contrive ways & means to get rid of the Enemy in Your Neighbourhood & am with esteem Sir [&c.]

Rob<sup>t</sup> Morris, V.P. of  
the Marine Committee

P S my Compts to your Brother

1. Robert Morris Papers, HUL. A draft of this letter with the correct name, *Hampden*, and without the postscript is in the Marine Committee Letter Book, 54–55, NA.

#### SHIPWRIGHTS' PETITION TO THE CONTINENTAL CONGRESS <sup>1</sup>

To the Honorable the Continental Congress

The Petition of the Shiprites of fells pint

Shewith

That your Petitioners Labours under Maney Difficulties and Is greatly Distessed by the High and Exorbitant prices of their Board and the great advance on Every article of wearing Aparel thire wages being only Eight Shilling pr day for Every day that the[y] Can work which Is hardly Sufficsint to Support and get the Common Necesaries of Life besides thire wearing Aparel Tools and others Expences therefore Most Humbly prays you as the guardeans of the people[s] Writes take thire case in your consideration advance Thire [expençe] to as we can Live By for we that has Goot famlyes Cant not Leve and Supoart ours at Eight Shilling pr day and will Remane your Humble petitioners and as in Duty Bound Will Ever pray

Febry 5th 1777 No 18.

[Endorsed] Petition from the Ship-wrights of Fells point Baltimore read 5 February 1777 ordered to lie on the table

1. Papers CC (Petitions addressed to Congress), 42, VII, 27–28, NA.

#### JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Wednesday, February 5, 1777

A letter, of the 2, from the committee of Congress at Philadelphia, was read;

A memorial of Gotlieb Klose, a native of Silesia, and late missionary from the United Brethren to the negroes, in the island of Jamaica, was read; setting forth, that he was taken on his passage to Bristol, in the snow *Thomas*, Thomas Nicholson, master, by the continental cruiser, *Andrew Doria*; and praying that his effects, consisting of the tools of his trade, and cloathing, may be restored to him; Whereupon,

*Resolved*, That the prayer of the petition be granted.

The Marine Committee having informed Congress, that Captain Fulford,

who was appointed to the command of the *Lexington*, has declined that service, and having recommended Captain Henry Johnson to the said command:

*Resolved*, That he be accepted and that a commission be granted to him accordingly.

*Resolved*, That Elijah Bowen be appointed first lieutenant of the said brig *Lexington*.

*Resolved*, That the commissioners at the court of France, be directed to use their utmost endeavours, to send, without delay, 80,000 blankets, 40,000 compleat suits of cloaths, for soldiers, of green, blue, and brown colours, with suitable facings, and cloth of the same colours, with trimmings, sufficient for 40,000 suits more, 100,000 pair of yarn stockings, fit for soldiers, 1 million flints, and 200 tons of lead, in armed vessels, to such ports of the united States, as the Secret Committee shall direct; that they pledge the faith of the united States for complying with their contracts; and should the application of Congress to the Court of Versailles, for the loan of money be successful, that they appropriate part thereof to the payment of the said articles; that the several States be requested to order their armed vessels into the service of the united States, under the direction of the Secret Committee; that they be allowed a reasonable compensation for the use thereof, with the appraised value of such as may be lost; and that one of the new continental frigates, with the armed vessels which may be furnished by the respective States, be employed by the Secret Committee, to export produce, and import military stores for the next campaign.

1. Ford, ed., *JCC*, VII, 88, 89, 90, 92-93.

#### CONTINENTAL MARINE COMMITTEE TO ROBERT MORRIS <sup>1</sup>

Sir, Baltimore Feby 5th 1777

Judging it of the last consequence to the Public that the Military Stores probably lodged for the Continent in the West Indies should be brought over with all possible expedition, we have determined to send all the armed Vessels mentioned in your letter to be now at Philadelphia, and the Frigate *Randolph* likewise, on this business. The Island that each Vessel is to go to, and the Port she is to aim at returning to, is left to your discretion. You will please Sir to give the necessary orders for the quickest possible execution of this important service.

We are Sir [&c.]

In Marine Committee

John Hancock	W <sup>m</sup> Whipple
Richard Henry Lee	Nathan Brownson
Sam <sup>l</sup> Chase	Tho <sup>s</sup> Burke
Oliver Wolcott	Jona D Sergeant
William Ellery	

[Endorsed by Morris] Balto 5 Feby 1777 Marine Committees orders for sending all the Armed Vessells & the *Randolph* to the West Indias – answd 15 Feby 1777 p R M

1. USNAM. A copy signed by Hancock is in the Marine Committee Letter Book, 59, NA.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Annapolis] Wednesday, Feb. 5. 1777.

Commission issued to Thomas Conway appointed Captain of the *Chester Row Galley*—

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL <sup>1</sup>

[Williamsburg] Wednesday the 5th day of  
February 1777.

On the Recommendation of the Navy Board; it is Ordered that a Commission issue appointing Joel Sturdivant to the command of the *Manley Galley* in the room of Capt James Cocke who hath resigned.

The Board are off opinion that the *Musquetto* armed Brigantine be forthwith sent out on a Cruize against the Enemy. Information being received that the french Ports are open to our Cruizers, and that their Prizes are condemned there. Ordered that it be recommended to the Navy Board to signify the same to the Officers of our armed Vessels.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 327.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD <sup>1</sup>

February 1777                      Moord in Port Royal Harbour  
Wednesday 5th      PM Arrivd his Majstys Sloop *Hound* and Saluted with 13 Guns  
Returned 11, and two Merchant Ships Saluted with 7 Guns each  
Returned 3 to each

1. PRO, Admiralty 51/39.

JOURNAL OF H.M.S. *Hind*, CAPTAIN HENRY BRYNE <sup>1</sup>

February. 1777                      At Single Anchor in Sandy Point  
Wednesdy 5              [P. M.] Retd Tendr with an American Brig Loaded with  
Lumber <sup>2</sup>

1. PRO, Admiralty 51/457.  
2. The brig *Sally*, John Davis, master, from Newburyport for St. Eustatius, with lumber and fish, Young's Prize List to March 10, 1777, PRO, Admiralty 1/309.

**6 Feb.**CAPTAIN THOMAS THOMPSON TO THE NEW HAMPSHIRE COMMITTEE  
OF SAFETY <sup>1</sup>

Gentn                                      Portsmouth, February 6th, 1777.

Capt Osborne has just recd a letter without any signature dated in the Committee of Safety at Exeter the 4th Inst which I must suppose comes from that Body. On that presumption only I answer as I suppose will Captain Osborne. 'Tis very strange after Colo [Pierse] Long has taken the Pains to send to Genl Ward & received his answer respecting those men, he should trouble the Committee of Safety of this State about the matter. Colo Long told me that Genl Ward



said if the men had listed with Capt Osborne in his Company of Marines during the War, they might remain with him; but to tell Capt Osborne not to enlist any more out of that Regiment: If the Genl had thought proper the men should be deliver'd up he would have ordered Capt Osborne to that effect. Remember the men have entered as Marines not Mariners, & Marines by a Vote of Congress are on the same footing as soldiers in the land service; Notwithstanding we can keep them & are not accountable to the Committee of Safety of any State for such conduct; yet rather than any reflection should fall on us or that we should be the means of retarding the too long neglected march of Colo Long, shall agree to give them up, if he again desire it; for I shall not expect he will send to Baltimore for advice & make this an excuse for further delay.

I must likewise remind the Committee of Safety that every discouraging method is taken in this State to prevent the manning of the *Raleigh*. A pretended Embargo is seemingly complied with. Here are vessels sailing every day whether with or without leave I cannot say, for I have never been made acquainted with the Embargo. It has been the custom of other Nations to include the commanders of ships of War as well as Forts in any directions for special Embargoes. An Embargo is laid & strictly adhered to in the other States, of all private property. All Privateers are stopp'd for the purpose of manning the Continental Ships of War & filling up the army. The State of Massachusetts Bay strictly keep to their first intention, insomuch that the same owners concern'd in the Privateer now in Portsmouth were obliged to bring two of their ships up from the Castle, which had been victualled & manned some time & ready for the Sea: they have petitioned & remonstrated to the Council several times since urging the Damage and great expence they had been at, but to no effect: they only received for answer, the public good must be prefer'd to private interest: This I can affirm from the Council Chamber not a fortnight ago; where I had an opportunity of hearing it.

How different here! A Privateer launch'd, Rigg'd & Mann'd since the Embargo was laid (if it may be so called) The other States stop all Privat – strictly relying on their sister States to preserve the same Virtuous conduct. I beg you to consider how this matter will appear in publick. My Friend John Langdon, Esqr is concerned, to whom I acknowledge every tie of Friendship, & could I prefer Friendship to Duty & the good of the service I am engaged in should be silent in this matter. But I act from a consciousness of my own duty, which is to make you acquainted tho' late, That if the Privateer above mention'd is suffered to depart, it will bring a Reflection on this State, operate in public against Mr Langdon and manifestly tend to the disadvantage of the public service, particularly to manning the Ship under my Command; of which I bear testimony & do remonstrate against her going to your Honours, & leave it to your further consideration, as the General Court is not now sitting.<sup>2</sup> I am, Your Honos [&c.]

Thomas Thompson

N.B. 130 able Body'd men going in this Ship would fill up some space in the army or Navy.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 482–83.

2. The ship *Portsmouth*, Robert Parker, master, owned by John Langdon and others, Portsmouth, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XII, NA.

MARINE CAPTAIN GEORGE JERRY OSBORNE TO THE NEW HAMPSHIRE  
COMMITTEE OF SAFETY <sup>1</sup>

Gent –

Portsmo Feby 6th, 1777.

You are pleased to acquaint me that Colo Long has informed you that I have enlisted some of his soldiers, belonging to Capt Dearing's Compy, wch I tho't I had a right to, – as my orders from the Grand Congress are – To enlist for three years: Upon wch I cannot but believe I have a right so to do; tho' you have in your letter excluded, as not having any Rank or concern wth the Army to be raised. I think, Gentlemen, if my Company is to be ruled & commanded by the Regulations of the army, I must in consequence reckon my Department as a part of the same – having orders from the Major of Marines to fill my company equal to the Land service.

As for those soldiers being enlisted to serve their country by sea, I had their own officers who said, If I did not Enlist them, they knew they would not go with them.

I must confess, Gent I am surprised – when after Colo Long should tell both Capt Thompson and myself that Gen Ward should write him to give up the men already enlisted with me, but not to suffer any more to go (wch we assur'd the Colo we would not) that after this, he should trouble you on this account!

I mean not to vindicate an Error: but as an officer I think it my duty to stand for my conduct, till by any further proof I am convinced to the contrary, wch as soon as I am, shall look upon it as my Duty to obey.

If Colo Long should further desire these men, I will deliver them up rather than it should be a means of retarding his march to Ticonderoga. I am, Gent, with respect [&c.]

Geo: Jerry Osborne <sup>2</sup>

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 484–85.

2. *Ibid.*, 489, the Committee replied to Captain Osborne on February 8 reaffirming "their opinion of the Impropriety of Enlisting men belonging to said Col Long's Regiment."

CAPTAIN HECTOR MCNEILL TO BRIGADIER GENERAL DAVID WOOSTER <sup>1</sup>

Honoured Sir

Boston 6th Feby 1777.

With pleasure I have seen a son in your own likeness, and gladly embrace the Oppertunity by him of acquainting you with my health and wellfare, my family after the fatigues of canada, are once more peacably Seated at Boston; we all hear of you with pleasure, and Should rejoice in having the oppertunity of taking you by the hand in our habitation, May God Grant us that happiness when all our Contests with our unnatural foes are honourably decided, — I am now Verely near leaving this place in a verely good Ship,<sup>2</sup> may God prosper our honest endeavours to establish the general rights of Mankind, and convince the world that we are worthy of Freedome by our Sturdy Strugles in its cause.

My wife and children joine in wishing you all possible good in this world and that which we hope for — a Kingdom of the just I am Sir your Sincere Friend [&c.]

Hector McNeill

1. Simon Gratz Autograph Collection, Case 5, Box 28, HSP.

2. Continental frigate *Boston*.

JOHN BRADFORD TO JOHN HANCOCK <sup>1</sup>

Dear Sir

Boston 6th Feby 1777

I am honourd with your favour under the 15 Ulto am pleasd you have given me liberty to discharge the Schooners wch were unfit for the Service. I have discharged two of them <sup>2</sup> and am fitting out the other two. Capt [John] Skimmer has the Command of the *Lee* & I am in hopes poor [William] Burke will be here to Command the *Lynch* The hour I Recd your Ltr I Attended to your Orders in indeavouring to hire the two vessells to send forward to Baltimore and shou'd have Accomplished it without difficulty had not a Capn Church arrivd a few days since who was taken off the Capes of Virginia <sup>3</sup> wch has spread such an Alarm I cannot find Capt or Man who will be hired at any wages, they are terrified at the Apprehension of falling into the hands of the Enemy and true it is they have used our people Cruelly who have been there prisoners however I hope to surmount every difficulty and to get the Vessels away next week, and shall follow your directions in every respect. I have engag'd a thousd of loaf Sugar @ 1/10 wch is all I am able to procure. I have a prospect of getting some Liver Oil But west India Articales none to be purchas'd in town, owing to the late regulations partly but chiefly to the Scarcity; the county having bought all up at the new fixed prices it gives me pleasure to acquaint you Sir, its in my power to furnish you with some fine fish.

Mr [Thomas] Cushing has been furnished by me with £ 1300 its not in my power to supply him with more, as I find if I have not a Speedy supply from philadelphia I shall be distressd for want of money. the paying of the *Cabbot* and *alfreds* portledge bills for a year and the outfit of those Vessells Calls for great sums. the *Millishs* Cargo will yeldt no supply being sold to [Abraham] Livingston & [William] Turnbull A very Considerable part of the *Livelys* Cargo is sent forward. those gentlemen have purchased between Eight & nine thousand pounds of the cargo for which they will give me a draft for payment, and the greatest part of the Scotch prizes are sent forward these things keep me bare of money I have sundry times been Oblig'd to borrow from my friends oft[en] after advancing all my own money, I dont mean to complane for the Little I have it is at my Cuntrys service and a[m] read[y] to testefy my attachment to it with my life But when I am called on for money by poor men who have Earnd it and cann[ot] give it them it grives me I shall write you by next post whe[n] I hope to acquaint you of my having contracted for the two Vesells in the interim I am [&c.]

J B

I dont see what will keep the Frigates longer tha[n] three weeks or a Month at farthest <sup>4</sup>

1. John Bradford Letter Book, vol. 1, LC.

2. Washington's schooners disposed of were the *Hancock* and *Franklin*.

3. William Church, master of the schooner *Delight*, was taken by H.M.S. *Roebuck*, December 28, 1776, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

4. Continental frigates *Hancock* and *Boston*.

PETITION OF HUGH MUNRO TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble The President & Members of the Council of the State of the Massachusetts bay;

## The Petition of Hugh Munro of the Grenades

Humbly Sheweth

That your Petitioner with his family (Consisting of his Wife a child of about four years of age, a young girl his relation, a Negroe Woman and a Negroe boy Servants) being on their Passage from the Grenades to London on board the Ship *Earle of Errol* John Bartlett Commander were taken by two American Armed Vessells and sent into this Port in the Month of August last. That your Petitioner did obtain leave from your Honors in September to go to England in a Ship fitted out by a Mr Ross of Jamaica who sailed from here with a number of Passengers about the beginning of October, but cou'd not avail himself of said leave as his child was then in the chicken pock. That his affairs now require his presence in England as soon as possible and therefor hopes your Honors will grant him leave to go to Rhode Island or New York with his family and baggage and that you will order him the necessary passports for that purpose. And your Petitioner as in duty bound Shall ever pray

Boston 6 febr'y 1777

Hugh Munro

[Endorsed] In Council Chamber Feby 13. 1777 upon the Petition of Hugh Munro ordered that He & his Family consisting of Six persons Be and hereby are permitted to depart this State to New York or Halifax provided he give his Parole to use his best Endeavours upon his arrival at either of those places, to procure the release of as many Persons belonging to this State, now detained there as Prisoners as his said Family upon their arrival may Consist of

1. Mass. Arch., vol. 166, 211.

*Independent Chronicle*, THURSDAY, FEBRUARY 6, 1777

Boston, February 6, 1777.

The *American Revenue* Privateer, Captain [Samuel] Champlin [Jr.], has sent a Brig into Dartmouth, from Quebec, which he took to Windward of Barbados; her loading chiefly Fish.<sup>1</sup>

To-morrow, At One o'Clock, Will be sold by Public Vendue, At the American Coffee-House, The *Snow Kitty*, and Appurtenances, as she now lays at Avis's Wharf, — She is about 120 Tons burthen, a fast sailing Vessel, and well found. An Inventory of her Stores, may be seen at the Time and Place of Sale.

J. Russell, Auctioneer.

On Thursday, 13th Instant, At XII o'Clock, Will be sold by Public Vendue, at the House of Mr. John Dennis, in Stonington, The Privateer Sloop *America*, with all her Guns, Appurtenances, Ammunition and Provisions, &c. &c. as she now lays at Long Point, in said Stonington, — She is a fine sailing Vessel, and only One Year old. An Inventory may be seen at the Place of Sale.

For Sale, with her Appurtenances, as she now lays at the Long-Wharf in Salem, the Sloop *Rainbow*, burthen about 90 Tons, a prime Sailer, and every way calculated for a Privateer. Inventory of her Stores may be seen at any Time, by applying to Joseph Grafton, jun.

Salem, February 1, 1777.

1. Brigantine *Athol*, James Wadie, master, *Independent Chronicle*, Boston, April 3, 1777.



DARTMOUTH COMMITTEE OF SAFETY TO CAPTAIN JOHN AYRES <sup>1</sup>

Capt Ayers Sr

Dartmouth 6th Feby 1777

The following list of Prisoners, together with the Prisoners and a Coppy of a Letter from the Committee for the Exchange of Prisoners will be delivered you by Lt Eleazer Hathaway the list is as follows –

Mr John Curling Master of the Ship <i>Capel</i>	} taken by Capt	Richd Whelden
Wm Curling, son to Capt Curling of sd Ship		
Mr John Bowes Master of the Snow <i>Ann.</i>	} taken by Capt Knot	
Mr John Noble Passenger		
Thirsty Brindal & Wm G[illegible]dwood Seamen		
Mr Daniel McKay Master of the Brigg <i>John</i>	} taken by Capt Knot	
Mr Isaac Fox Master of the Brigg <i>Active</i>		
Mr Robd Shaw Chief mate, Wm Bruce 2d Do	} Taken by Cap Jones	in the <i>Alphred</i>
Robd Malkinson, Joshua Garner & James Fos Seamen –		
Mr John Willson Master of the Brigg <i>Genl Wolf</i>	} taken by Capt Richd Whelden	
Thos Belling & Phillip Furlong Seamen		
Mr George Elliot Master of the Schooner <i>Salley</i>	} taken by Capt McGee –	
Mr Jos Jackson Master of the Brigg <i>Desire</i>		
Jos Exington & Thos Atkinson Seamen	} taken by Capt McGee –	
Mr Robd More Chief mate to the Ship <i>Venus</i>		
Mr Jos Barker passenger in Ship <i>Esther</i>	} by Capt Hinman	
Mr Robd Reed Master of the <i>Countes of Eagleston</i> [ <i>Countess of Eglington</i> ]		
Mr Wm Brown & Archbald Shanning Passengers	} taken by Capt Dennis	
John Wilkes Seaman –		
Mr Daniel Madden Doctors & Passengers in the Ship <i>Mary</i>	} taken by Capt Wm Chaplin –	

P Order of the Committee

A Coppy

P

Fortinatus Shearman Chairman

1. Mass. Arch., vol. 166, 222.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 21.

Sir,

*Eagle* Off New York February the 6th 1777.

Under Cover with this Letter you will receive the Original Determinations of several Courts Martial held by my Appointment at this port, and since my Arrival in this Country, as stated in the Schedule enclosed.

I have to observe of those held by my Appointment, that James Woolspring, a Seaman belonging to the *Phoenix*, adjudged to suffer Death, was necessarily kept in close Confinement to prevent his Escape near two Months: the Circumstances of the Fleet being such, that under the Restrictions of the Act of the 22d of his late Majesty, no Court Martial could be sooner assembled for his Trial, consistent with a due Attention to the more important Duties on which the Captains were engaged. Therefore, in consideration of his extraordinary Sufferings by that long Confinement; And that, by the Dispersion of the Ships of War ordered to different Stations, the Example could not have had an equal Effect for dis-

countenancing the like Crimes in others; I have been induced to respite the Sentence, in the Hope, through their Lordships Interposition, to obtain from His Majesty's Indulgence, a pardon for the Criminal in this Instance.

The Restrictions in the Act to which I now allude, regard more particularly the XVth Clause: Whereby it is enacted, "That no Member of any Court Martial after the Trial is begun, shall go on shore until Sentence be given &ca &ca upon pain of being cashiered from His Majesty's Service."

By this Clause it is conceived, that a Captain quitting the Ship as therein mentioned on any the most urgent Occasion, (Sickness excepted) until Sentence be given, becomes immediately, or is liable on Information to be, divested of his Command.

Several of the Ships attending the Operations of the Army have been necessarily appointed to fixed Stations within the Limits of this port, for express purposes of Military Service: Such as the Strengthening of Ports from whence it has been then thought expedient to draft a part of the Force for other Objects; Covering the Flanks of advanced Corps of the Army; Being themselves advanced from the Fleet, on that side from whence some probable Enterprize by the Enemy was to be expected; Attached to the Guard of Transports under the same Circumstances; Or kept in constant Readiness to proceed on any occasional Service: Relative to which last Instance, the Notice has been in some Cases so short, that I have been obliged to go on the Moment and order One of those detached Frigates immediately underway, for the purpose then pointed out.

These Situations, confined to the Case of a Fleet or Squadron employed on Military Service in port, are such as will not allow the Captains to quit their Ships, subject to an Absence of Uncertain Duration. Whence it must happen on similar Occasions, that Duties most essential for the purpose of the Armament must be disregarded, Or that—The Fleet must remain precluded from the Benefits attending the only Means by Law provided for maintaining Order and Good Discipline; which, if they may be deemed more requisite at any one time than another, are so when the Fleet is engaged in actual Military Service as aforesaid.

The Circumstances of a Fleet at Sea are not very different. Fleets at Sea are always subject to a sudden Discovery of the Enemy's Fleets, if not purposely stationed in quest of them. The Ships are liable to be dispersed by Fogs, bad Weather, and other unforeseen Accidents. The Commander must therefore either risk the Consequences of those Events, or decline the Use of Courts Martial in the Government of his Fleet, under the Restrictions that now subsist.

It may be said of the Inconveniences I have before stated in Objection to the Assembling of Courts Martial in port, that (excepting the Confinement of the Members until Sentence is given) they may be still composed of those Captains of the Fleet who are not then so circumstanced, but that their Absence from their respective Ships may be with propriety admitted.

According to the Sense in which I have always read the Clause XII, a Court Martial so constituted might legally proceed to Trial. But I find a different Opinion is entertained concerning the Interpretation of that Clause, in this Fleet: Founded very much upon what is said to be the Usage in the Western ports of England; where it is held, that the Words of the Clause — "Then and there

present,” applied to the Officers next in Seniority to the President, are [to] be understood of all the Captains of the Ships that are then in View within the Limits of the Port; and not confined to the Captains present, in compliance with the Signal on board the Ship in which the Court Martial is to be held. This Construction prevailed so strongly upon an Occasion in which I was concerned towards the Close of the late War that because a Captain, Senior to some who attended the Signal but posted with his Ship several Miles from the Anchorage where the Body of the Squadron lay, did not quit a Charge of much importance to take his place at a Court Martial ordered, the other Captains assembled for the purpose, concurred in Opinion that they could not therefore legally proceed to Trial. And Tho’ the Charge (as I recollect) was on a case of Mutiny, the Trial was necessarily postponed on that account.

These Inconveniences and Restraints on the Due Administration of Justice, having recently occurred in the Government of the Fleet I have now the Honor to command, it becomes a particular Duty in me to make Report thereof: To have the Benefit of their Lordships Instructions on such points as are dependent for Remedy on their immediate Authority; Or that they may be submitted for Consideration, where the Interposition of Parliament is requisite, as their Lordships in their Wisdom shall see fit.

With the Judgments of the Courts Martial held by my Appointment, you will receive Three others enclosed. One, the Original Sentence of the Court, and the two others only Copies of such Sentences. The first passed in a Court assembled at Halifax by Order of Captain Brisbane, for the Trial of Lieutenant Knight, late Commander, and Mr Tho Spry, Second Master, of the *Diligent* Armed Schooner, taken by the Rebels in July 1775. The two last, in Courts assembled in the same port by Order of Captain Jacobs; And in consequence of which, the Punishments adjudged have been inflicted by his further Direction.

These Courts Martial have been called, and the Trials proceeded upon, under the sole Authority of the Officer presiding at each, without any Communication with me. Captain Brisbane, and all the Captains composing the first (Captain Gidoin excepted) were at that time acting in every other Matter by my particular Appointment. Captain Jacobs was then under Orders from their Lordships and on his passage to join me at this port; The other Members of those Courts being under the Circumstances as in the former Instance. I am therefore to request I may be instructed how far the Proceedings in these several Cases are to be deemed regular and valid. That if those under the Order of Captain Brisbane should be (as I conceive) unwarrantable, I may be informed in respect to the Inquiry that will then remain to be made into the Conduct of Lieutenant Knight; and for determining the period from which the pay of the Officers and Crew of the Armed Vessel is to cease. And also in regard to the Precedent, that the true Construction of the IXth Clause of the Act of the 22nd of His late Majesty, on which those proceedings have been founded; may be made known; As well for the Government of the Captains of the Fleet in future, as for my Guidance also. For I humbly apprehend, that Clause is to be only understood with relation to any five (or more) Ships meeting together in foreign Parts, not then actually forming, or being under appointment to form a part of any Squadron in the Com-

mander of which the power to assemble Courts Martial is supposed to be vested: Since, if such Special Provision had not been made for Ships of that Description, they could not receive the Benefit from the Act in this particular intended.

If the Act, imperfect and inadequate to the purpose of its Institution, as I presume to think, should be revised, an Explanatory Amendment of this Clause will, I apprehend, be requisite. By this Clause, as it is now worded, the Senior of any five (or more) Commanders not under the Degree of a post-Captain (and consequently a Commander of superior Rank) who “happen to meet together in foreign Parts,” is vested with a power, at any time, to hold Courts Martial. — A power of such Consideration, and so guarded in a preceding Clause (VI) of the Act, that the Authority of the Admiralty is made requisite for qualifying the Commander in Chief of a Fleet or Squadron to exercise it “in foreign parts,” under other Circumstances. That is to say, of Ships meeting there together not accidentally, but by Destination. And such Commander in Chief is expressly enjoined (Clause VIII) to delegate that power to Commanders under him, whom he may see occasion to detach with a Part of his Fleet on a separate Service: As if the Sense of Parliament had been in these two last Instances, that Courts Martial could not be otherwise legally assembled by Those Officers.

Having been taken ill very soon after the arrival of the *Amazon*, and Captain Jacobs sailed for Rhode Island before I was able to attend to Business; I did not discover till many Days after he went from this port, that the Determination left of the Courts Martial held by his Order, were only Copies of those proceedings. The Minutes of the several Courts Martial referred to in this Letter, that have yet been made up and delivered to me, are sent herewith under other Covers.

I must further beg leave to submit to their Lordships’ Consideration, another Matter, which remaining in the present unregulated State, will in the Circumstances of this Fleet be attended with very great prejudice to the public Service; I mean with respect to the Insufficiency of my Powers to restrain by proper Punishments, the criminal excesses of every kind committed by some of the Seamen belonging to the Transports in the Service of Government: In cases of Theft, Drunkenness and Disobedience, Striking their Masters, and other Irregularities respecting their Duty in the Ships: Breaking open the Houses; plundering and wasting the property of the inhabitants without Distinction, as the Troops have advanced along the Coasts; wherein they have proceeded to such lengths, that I have been obliged to order severe Corporal punishments to be inflicted on the Offenders, to prevent those Violences being carried to greater Extremities, through a persuasion that no legal Restraint could be laid upon them. And I am to request their Lordships’ Countenance in these necessary Measures, when it may be requisite; And for obtaining such legal Opinions for my Guidance in future Instances of a similar Nature, as the Circumstances will authorise. I am Sir [&c.]

Howe

P.S. Since the Conclusion of this Letter as above written, I have received two Judgments of Courts Martial assembled by Order of Sir George Collier at Halifax upon the same principle as that on which Captain Brisbane was induced to proceed on the Trial of Lieutenant Knight. I have added these, and the Minutes transmitted with them, to the others as before mentioned.



## [Enclosures]

*Eagle*  
off New-York  
6th February 1777.  
Dates. —  
3d December 1776.

Schedule of Papers transmitted to the  
Secretary of the Admiralty with the Dispatch No 21.

	Copy of the Sentence of a Court Martial held onboard the <i>Rainbow</i> at Halifax for the Trial of Jenkin Davis and George Lawson, belonging to that Ship, for Desertion.
4th —————	Copy of the Sentence of a Court Martial held onboard the <i>Amazon</i> at Halifax for the Trial of Michael Leaghley, a Seaman belonging to that Ship for Desertion and other Misdemeanors.
10th —————	Sentence of a Court Martial held onboard the <i>Bristol</i> off New-York for the Trial of Mr George Hire Master of the <i>Nautilus</i> Sloop.
11th —————	Sentence of a Court Martial held onboard the <i>Bristol</i> for the Trial of Richard Martin Armourer of that Ship.
13th —————	Sentence of a Court Martial held onboard the <i>Bristol</i> off New-York for the Trial of Mr John Featherstone, Carpenter of the <i>Jersey</i> Hospital Ship.
Ditto —————	Sentence of a Court Martial held onboard the <i>Bristol</i> off New-York, for the Trial of Mr Ford Forster Master of the <i>Carcass</i> Bomb.
16th —————	Sentence of a Court Martial held onboard the <i>Bristol</i> off New-York for the Trial of Lieutenant John Graves, and Mr Thomas Page Christian, Surgeon, of the <i>St Lawrence</i> Schooner.
17th —————	Sentence of a Court Martial held onboard the <i>Bristol</i> off New-York for the Trial of James Woolspring a Seaman belonging to the <i>Phoenix</i> .
25th —————	Sentence of a Court Martial held onboard the <i>Flora</i> at Halifax for inquiring into the Causes of the Loss of the <i>Diligent</i> Armed Schooner.
30th December 1776	Sentence of a Court Martial held onboard the <i>Rainbow</i> at Halifax for the Trial of John Ward, Seaman belonging to the <i>Lark</i> , for Desertion.
Ditto —————	Sentence of a Court Martial held onboard the <i>Rainbow</i> to try Mr John Consett Peters late Master of the <i>Dispatch</i> Schooner, for the Loss of that Vessel.
24th January 1777	Sentence of a Court Martial held onboard the <i>Juno</i> off New-York for the Trial of Mr Matthew Burwood, Gunner of the <i>Thunder</i> Bomb.
25th —————	Sentence of a Court Martial held onboard the <i>Juno</i> off New-York, for inquiring into the Causes of the Loss of the <i>Savage</i> Sloop.

Ditto —————	Sentence of a Court Martial held onboard the <i>Juno</i> off New-York for the Trial of Mr William Roggerson late Boatswain of the <i>Tartar</i> .
27th —————	Sentence of a Court Martial held onboard the <i>Juno</i> off New-York for the Trial of Mr Rogers Curry, Surgeon of the <i>Carysfort</i> . Sent in a separate Packet.
10th December 1776.	Minutes of a Court Martial held onboard the <i>Bristol</i> off New-York for the Trial of Mr George Hire, Master of His Majesty's Sloop the <i>Nautilus</i> .
11th —————	Minutes of a Court Martial held onboard the <i>Bristol</i> off New-York for the Trial of Richard Martin, Armourer of that Ship.
13th —————	Minutes of a Court Martial held onboard the <i>Bristol</i> off New-York for the Trial of Mr John Featherstone Carpenter of the <i>Jersey</i> Hospital Ship.
Ditto —————	Minutes of a Court Martial held onboard the <i>Bristol</i> off New-York for the Trial of Mr Forster Master of the <i>Carcass-Bomb</i> .
16th —————	Minutes of a Court Martial held onboard the <i>Bristol</i> for the Trial of the Lieutenant and Surgeon of the <i>St Lawrence</i> Armed Schooner.
17th December 1776.	Minutes of a Court Martial held onboard the <i>Bristol</i> off New-York for the Trial of James Woolspring, a Seaman belonging to the <i>Phoenix</i> .
25th —————	Minutes of a Court Martial held onboard the <i>Flora</i> at Halifax for inquiring into the Causes of the Loss of the <i>Diligent</i> Armed Schooner.
30th —————	Minutes of a Court Martial held onboard the <i>Rainbow</i> at Halifax for the Trial of John Ward a Seaman belonging to the <i>Lark</i> , for Desertion.
Ditto —————	Minutes of a Court Martial held onboard the <i>Rainbow</i> at Halifax, to try Mr John Conssett Peters late Master of the <i>Dispatch</i> Schooner, for the Loss of that Vessel.

I. PRO, Admiralty 1/487.

#### MEMORIAL OF JEAN DUPERON TO THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

The Memorial of Jean Duperon late Canonier of the Royal Corps of Artillery on the Island of Martinique – humbly sheweth

That your Memorialist having engaged with one Mr Bingham an Agent for the Continent at Martinique aforesaid to go to Philadelphia and offer his Service in the Army of the United States was by the said Bingham directed to take his Passage on Board the Privateer Sloop *Independence* Captain Robinson [Robertson] Commander <sup>2</sup> at which time your Memorialist plainly understood that he was to have his said Passage free as a Volunteer that would on any Occasion fight in the Battles of the Sloop tho not do the common duties of Marines or Sailors –

That your Memorialist put on board of the said Sloop 4 dozen Bottles of Cordials and 4 dozen of Lemon Juice in eight Cases on purpose that by the Sale thereof at Philadelphia he might be enabled the better to support and equip himself for the Service he intended to enter into – But that at his Arrival the said Captain flatly refuseth to render him an Account of his eight Cases of Liquors to the great Loss of your Memorialist who had ventured his Freedom & Life in the Fate of a Privateer for to serve the Cause of the Americans –

Your Memorialist being a Foreigner without Friends and Connections in this place who could advise or support him in his difference with the Captain puts his sole Confidence upon that Faith and Honor of Nations and their Magistrates by which the Right of the Stranger within their Gates are to be held sacred and protected is necessitated to claim the Protection of your Honorable Board against the said Captain or any of his Officers or Men who may have been guilty of imbezling his Property And humbly prayeth to compell him or them to restore the same to your Memorialist or the Value thereof at the current price in the City of Philadelphia –

And your Memorialist as in duty &  
Philad Feby 6th 1777 –

Jean Duperon

[Endorsed] In Council of Safety feb. 11th 1777

The within memorial is ferr'd to James Young Esqr and Jacob Schreiner Esqr who are requested to enquire into the Complaint to determine thereon or report to the Council if they think necessary By order of Council

Dav<sup>d</sup> Rittenhouse V.P.

1. Society Miscellaneous Collection, Petitions and Memorials, Box 3b, HSP.
2. Continental sloop *Independence* temporarily commanded by Lieutenant James Robertson during Captain John Young's illness.

#### SAMUEL CHASE TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Extract]

Gentlemen/

Baltimore Town. Feby. 6. 1777

Congress are very anxious, that some immediate Steps should be taken by our State, not only as to the person of Captain [William] Patterson, but as to the Payment of the Engagement entered into by the Continental and your Agent. – Capt patterson is viewed as a pirate, and after Examination, if the facts should appear to You to be well founded, it may be well to consider, if it would not be proper to send him to Martinico for Trial there, by the Law of Nations.<sup>2</sup> If our State shall pay the Value of the Vessel & Goods seised by Patterson, would it not be proper to inform the Governor of Martinique that the whole would have been returned, but for the Risque? – If no Remittance can be made but by produce, it will be an equal Risque to send back the Vessel. – could not Mr [Robert] Morris pay the Money for our State? – an Opportunity of Writing will present itself in a few Days. would it not be proper for our State to write a Letter, disavowing the Conduct of Capt Patterson, and engaging Payment as soon as possible, & mentioning the Men of War in our Bay, which may delay the Remittance.

Mr Zachariah Campbell, in a Letter from Vienna, of 1st Inst – writes to his Brother Capt Campbell “That the Tories in Sussex, Som[er]set & Wor[cester]

Co[un]tys, have been assembling for some Days, they have 250 Men collected at parker's Mill, about 9 Miles from Salisbury, and 'tis reported they have three Field pieces which they received from the *Roebuck*, with some Men, with Intention to seise the Magazine, & destroy the property of the Whiggs. Colo [Joseph] Dashiell is now at Salisbury wth what Whiggs he could collect, about 130, & is to be reinforced on Monday, by eight Companies from this County," –

Captain [James] Nicholson's Tender brings Account, that there are three Men of War in the bay, one at the Tangiers, one at Smiths point, and one in the middle, & that it is reported some Men, with two Field pieces are landed from the *Roebuck* –

Congress has ordered Colo Wm Buchanans Battalion, which was ordd to Camp, to march with Colo [Mordecai] Gist – & some armed Vessells to prevent any Communication from the Ships, and to prevent their plundering –

If Advice Boats are not sent outside of the Capes, several of our Store Vessells may fall into the Hands of our Enemies.

1. Red Book, IV, Md. Arch.

2. See Journal of the Maryland Council of Safety, February 6.

#### ELNATHAN HOLMES TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boltemore Feby. the 6th 1777

Sirs; this may Inform your Honours that through Divine Goodness towards us. that in 17 Days passage We Arived at Boltemore where we know lye With the Blessing of god we Escapet of Being taken But we have run as Great a Chance as Could be We have ben Chast by Man of War twice upon our pasage for three of four hours at a time but got Clear of them having a long C[h]ase for it When we Come up with the Capes we Spide a large Ship lying two Betwen the Capes put us in Sum fright we then Run in by Cape Charls & Come to ancer Clost by the Brakers within two Miles of the Ship and hove our boat out went on Shore and Enquired what News with the Men of War & they give us Entelegence that they



Burnt all they took We made our Escape By runing Clost in by Cape Charls  
 and runing up the Sound we Saw the ruings of a Good Many Vesels Racks  
 Masts part burnt Shrouds on them lookt to Be large Vesels Spars which frightened  
 us Sum We run abou[t] a Duzen League[s] up the Sound Came a thought  
 [athwart] towo large Ships in the Night run Clost by them before we Saw them  
 it Being very hazy I would Inform your honours that Shugar is 7£/10s pr [Ct]  
 & rum 20/ pr Gallo and Flowar Soald for 20s/ pr C I Beg your Honours that  
 you would Send the within Closed to Plymouth and you will Oblige your [&c.]

Elnathan Holmes

the President [illegible] of the Bord of War  
 at Boston, in Newengeland –

1. Mass. Arch., vol. 152, 43, Board of War Letters, 1776–1777.

### JOURNAL OF THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

In Council of Safety Annapolis Febry 6th 1777

Complaint having been made to the Council, that—Capt. William Patterson,  
 commander of the armed Schooner called The *Dolphin*, at or near Saint Pierre in  
 Martinique, pursued from that Port, a Flag of Truce Schooner from Governor  
 Shirley of Dominica to the General of Martinique captured and detained her in  
 violation of the Law of Nations – You are hereby commanded to take the said  
 Patterson immediately into your Custody and him have before this Board, that  
 proper Enquiry, and order may be had thereon. By order

R Ridgely Cl. C. S.—

To John Fulford –

Commander at Ann[apoli]s.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

ACCOUNT OF CAPTAIN THOMAS CONWAY OF THE SLOOP *Molly* AGAINST THE STATE OF MARYLAND <sup>1</sup>

Dr	Sloop <i>Molly</i> Owned by the State of Maryland	To Thomas Conway —	Maryd Curry	1776	Contra	C[redit]
1776						
August	2	To my Expences from Alexandria to Annapolis when the Powder was Landed at Wicomico	2 . 6 . . 9½	Decemr 17.	By Cash By Balance due T. Conway	195 . . . . — 132 . 17 . . 1
Septemr	12	To my Expences to Annapolis for Sailing Orders	3 . 7 . 10			
	18	To 6 Oars 25 feet long at 5d P	3 . . 2 . 6			
		To Square Sail Yard 41 feet long	8 . 10			
		To 10 Pike Staves at 6d P	5 . . —			
19		To Live Stock for Cabin use	3 . . . . —			
Decemr	7	To Wages paid Robt Jarbee	6 . 11 . 8			
		To ditto Joseph Liegh	6 . 10 . . —			
		To ditto Edward Milburn	6 . 11 . 8			
		To ditto John Greffin	7 . 13 . 4			
		To ditto William Belwod	6 . . 6 . 8			
		To ditto Hambleton Davison	6 . 11 . 8			
		To ditto Parker Junifer	6 . 10 . . —			
		To ditto John Richardson	7 . 13 . 4			
		To ditto William Crain	7 . 13 . 4			
		To ditto Zacariah Smith	11 . 5 . . —			
		To ditto Richard Shirley	12 . . . . —			
		To ditto Robert Dunkerson	9 . 10 . . —			
		To ditto Joseph Thompson	12 . . . . —			
		To ditto Levi Thomas	12 . . . . —			
		To ditto Henry Gibbins	12 . . . . —			
		To ditto Joseph Woodward	11 . 5 . . —			
		To ditto William Skilling	10 . 10 . . —			
		To ditto Thomas Richardson	22 . 11 . . —			
				Alexandria Feby 6th 1777	Then came Thos Conway late Commander of the Sloop <i>Polly</i> [sic <i>Molly</i> ] of Maryland and made oath on the Holy Evangels that the within Account as stated is just & true & that the Balance of One hundred & thirty two pound Seventeen Shillings & one penny is justly due to him to the best of his knowledge	£ 327 . 17 . . 1
				Received 6th Feby 1777 of Jenifer & Hooe the within Balance of One Hundred & thirty Two pounds Seventeen Shillings & one penny Maryland Currency in full of my Accot for Wages & Disbursmts against the Sloop <i>Molly</i> .	W <sup>m</sup> Ramsay	
					Thomas Conway	

	To ditto	Charles Haney	2 mo. 18 days.	75/	9.15.-
	To ditto	Joseph Conway	2 mo. 18 days.	75/	9.15.-
	To ditto	George Roberts	3 mo. 12 days	60/	10.4.-
	To ditto	Robert Putil	2 mo. 28 days.	50/	7.6.8
	To ditto	John Swaller	1 mo.		3.-.-
	Carried Over				
	To Sum from Debit				£ 222.4.3½
	To Wages paid Joseph Fowler	2 mo. 28 days	45/		£ 222.4.3½
	To Cash paid Doctr Robinson for Setting a	} mans Leg that was Broke, Wm Shilling			6.12.-
	To Butchers Bill at Annapolis P Receipt				10.-.-
Novembr	To Cash paid at St Marys for a Jib Boom				11.18.6½
	To Cash paid for a Lock				5.-
	To Wages paid Anthony	2 mo. 27 days a	45/		5.-
	To ditto paid Adam	3 mo 21 days.	67/6		6.10.6
	To 72 feet Inch & ½ Oak Plank				12.9.9
	To Wages paid John Stoops	1 mo.			12.-
	To my Wages from Septembr 15th 1776 to				3.-.-
	Janry 31st 1777 at 32 Dollars P Mo				54.-.-
	4 mo. 15 days				
	To Ballance P Contra				£ 327.17.1
					£ 132.17.1

1. Revolutionary Papers, Box 2, Accounts, 1777, Md. Arch.

JOURNAL OF H.M.S. *Preston*, CAPTAIN SAMUEL UPPLEBY <sup>1</sup>

February [1777]                      Remarks *Preston* Chesepeak Bay  
 Wednesday 5.                      AM came onboard seven Negroes from the Shore    saw a Sail  
    to the SEward    sent the Tender to chase her, sent a months  
    water onboard the *Farmer* prize Ship <sup>2</sup>    at noon the Tender  
    boarded the Chace which had been deserted by the people  
    [Moderate weather]    Ditto    the Tender returned with a prize  
    Sloop supposed to be the *Ranger* John Sanford Master    Master  
    Carpenters and Armourers variously employed.  
 Thursday 6                      Ditto weather    pm broke up the *Good Intent* prize Sloop & set  
    her adrift <sup>3</sup>

1. PRO, Admiralty 51/720.

2. Taken January 20, 1777 by H.M.S. *Brune*, PRO, Admiralty 51/720.

3. Taken January 24, 1777, PRO, Admiralty 51/720.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Thursday 6th February 1777. –  
 Ordered that the keeper of the Public Magazine deliver unto Capt [Alexander]  
 Dick Twenty five pounds of Powder for the use of the Brig *Musquetto*. –  
 Ordered that the keeper of the Public Store deliver unto Capt Dick six Blankets  
 for the use of the Brig *Musquetto*. –  
 Ordered that Capt Dick repair immediately with the Men under his Command on  
 Board the Brig *Musquetto* and observe and obey such Orders as he may receive  
 from Time to Time of Capt [John] Harris the Commander of the said Brig –

1. Navy Board Journal, 171–72, VSL.

JOURNAL OF THE VIRGINIA COUNCIL <sup>1</sup>

[Williamsburg] Thursday the 6th day of  
 February 1777.

On the Recommendation of the Navy Board, it is Ordered that a Commis-  
 sion issue appointing Robert Blaws second Lieutenant of the *Manley* Galley in  
 the Room of George Chamberlaine who is appointed second Lieutenant of the  
 Brigantine *Musquetto*.

Whereas by the present Regulations of the Navy of this Commonwealth two  
 thirds of every Capture, if a merchant man are to belong to the State, and the  
 other third part to the Captors, but if a ship of War, Tender, or Privateer, one  
 half to the State, the other half to the Captors which at the time of that estab-  
 lishment corresponded with the Continental Regulation    And whereas the Con-  
 gress have since directed that of all future Captures, the United States should have  
 only a Moiety, and the Captors the other Moiety in case of merchantmen, and  
 that the Captors should have the whole where the Prize is a Ship of War, Tender,  
 or Privateer,<sup>2</sup> and it being necessary that there should be an uniformity in the  
 Rules prescribed for the Distribution of Prizes. Resolved therefore that the last



recited Regulation of Congress between the Captors and the united States shall hereafter be in force between the Captors & this State.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 330.
2. See Volume 6, 1463–64.

THOMAS WHITING TO CAPTAIN JOHN HARRIS, BRIG *Musquetto* <sup>1</sup>

Capt John Harris

You are hereby directed to proceed, as soon as you think it safe [s]o to do, with your Vessel to Sea and Cruise from fifty to One hundred Leagues to Windward of the West Indie Islands. – You are to annoy over come and make Prize of all Vessels you may meet with which you shall have reason to believe are Enemies to the United States of America having at all Times strick regard to the Rules of War and Law of Nations. You must take the greatest Care in securing and Conducting, any Prize or Prizes you may take, into some place or places of safety by Convoying them or otherwise as you may Judge most Prudent. – We have been informed that the French Ports are Open to our Cruizers and that Prizes taken by them are Condemned in their Ports. Should you think it expedient to send any Prize or Prizes that may fall into your hands into any of the French Ports, such Prize or Prizes are immediately on their Arrival to be put into the hands of the Agent or Agents of this Commonwealth who are desired to Proceed to have them Condemn'd & Sold, Paying (if a Merchant Vessel) one half of the Nett Produce to the Capt & Crew and if a Man of War or Privateer then the whole to be paid to the Capt & Crew agreeable to the Rules & Articles of the Navy of this Commonwealth. Should you send any Prize or Prizes to the Continent you are to direct the Prize Master immediately upon his arrival to acquaint us by express of such arrival – when & where & what her Cargo may Consist of. – We wish you success and confide in your Fidelity Courage and good Conduct as well as in your [illegible]nity for your kind & generous Treatment of any of the Enemy that may happen to become your Prisoners. – You are to return within six Months. –

Thom Whiting 1st Comr

Virginia Navy Board [Williamsburg]

February 6th 1777

Van Bibber & Harrison }  
are our Agents in St  
Eustatia & Martineque <sup>2</sup> }

1. PRO, Admiralty 1/310 (Vice Admiral James Young's letters) ; enclosed in Young to Philip Stephens, June 12, 1777, No. 7. The *Musquetto* had been taken by H.M.S. *Ariadne* and carried into Antigua.
2. The Virginia Navy Board wrote to Van Bebbler & Harrison this date informing them of the *Musquetto's* cruise, Navy Board Letter Book, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS <sup>1</sup>

Sir/

[Williamsburg] 6th Feby 1777.

You are desired to furnish Capt [James] Maxwell from Time to Time with such Cordage as he may have Occasion for, for the purpose of Riging fitting &c

the two Frigates Ordered to be Built in this State by the Continental Congress, keeping a separate Account of the same. —

By Order of the Naval Board  
Thom<sup>s</sup> Whiting 1st Comr

[Williamsburg] 6th Febry 1777.

1. Public Rope Walk Papers, 1777, VSL.

# JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston] Thursday 6th February 1777 —

The Board Mett According to Adjournment

Present Edward Blake Esqr first Commissioner

George Smith, Josiah Smith, Thomas Corbett, Esqrs —

[Lett]er was wrote to Mr. Stephen Duvall

Mr Stephen Duvall Sir Navy Board January 30th 1777 —

The Commissioners of the Navy direct that you do Receive on board the *Eagle* Pilot Boat Mr. John Knight and Mr. John Turner Two Branch Pilots, at all *times* when they may offer to Assist as Pilots for this Port, and at any time that Either of them may go to Pilot any Vessell or Vessells out from this or any other Harbour in this State, that you take them from on board such Vessells and that you see that they are Supplied with Provisions & Accomadations as the Other Branch Pilots in the service of this State now are

Edward Blake first Commissr.

Capt. Thomas Pickerin[g] Attended the Board and the Commissioners gave him Orders to get the Briggt. *Defence* under his Command ready for Sea as soon as possible —

The following Attestation was given to David Bruce and 500 Copys Ordered to be Emeadeately printed in sheets Viz —  
South Carolina.

Know all Men That I do hereby Certify that I Have Voluntarily Entered [into the service of the] Navy of the State aforesaid on board the and I do hereby engage to be true and *faithful* in the said Service for the Term of *Months*, to Commence from the undermentioned date, and at the Expiration thereof then to have my discharge from the said Service, and also do Engage to be bound to Obey all and Every Rule, Resolve, Order, and Regulation made or to be made by the Legislature of the state aforesaid or by the Commissioners of the Navy, and I do hereby acknowledge the Receipt of Pounds Current *money* as a Bounty for Entering into the service of the said State Witness my hand this [blank]

Agreed that the first Commissioner draw on the Treasury for payment of the following Accounts

No 31	To Joseph Gaultier for Attending the Pilot } Boat <i>Hawk</i>	£12. 10 . . —
32	To Saml Hrabowsk sundrys Supplied the Comissry	132 . . 3 . . 9

33	To Capt Frans Morgan for a Boat	65 . . - . . -
34	To Jacob & Chriss Willaman for Beef 2 Accots	377 . . 5 . . 6
35	To Chriss Williaman for Beef	196 . . 2 . . -
36	To the Pilot Boat <i>Eagles</i> pay bill from the 4th Octr. 1776. to the 4th Janry 1777 — 3 mos	594. 10 . . 8
		<hr/> £1377. 11. 11

1. Salley, ed., *South Carolina Navy Board*, 38–39.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN<sup>1</sup>

February 1777                      Charlestown N69.21W    139 Leagues  
Thursday 6th                      At 3 PM Fired Six Shot & brot too a Letter Mark Schooner  
Named the *Revenge* from Martinico bound to Verginia, having  
on board a Quantity of Sail Duck & Wooling

1. PRO, Admiralty 51/380.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN JOHN CHAPMAN, H. M. SLOOP *Shark*<sup>1</sup>

By James Young Esqr Vice Admiral of  
the Red &ca &ca &ca

Whereas I have received repeated Complaints from the Masters of Sundry Victualling Transports, now lying in St Johns Harbour, who are employed in Government Service to carry Provisions to the Kings Army in North America that their Seamen are enticed to leave them and enter on board the Vessels called Privateers illegally fitted out from this Island to Cruize and make Capture of Vessels on the High Seas without Commission or any Lawful Authority so to do; by which said Transports are greatly distressed for want of Men to refit their Vessels for Sea, in order to proceed on their Voyages with the Kings Stores they have on board for the use of his Army in America.

You are hereby required and directed to proceed immediately to St Johns Road Antigua, with His Majesty's Sloop *Shark* under your Command; and having Moored her in Safety are to use your utmost Endeavours to put an immediate Stop to the disorders complained of; by taking on board His Majesty's Sloop *Shark*, all such Seamen as the Masters of any of the Transports may inform You have left their respective Ships and Entered on board any of the abovementioned Armed Vessels: and you are to keep them on board the *Shark* 'till the Transports they belonged to are ready to proceed on their Voyage, and then return them on board their proper Ships. You are also to see that the Masters of said Transports make no delay in getting their Ships ready for Sea and acquaint me with their proceedings Weekly You are likewise hereby directed to protect and Guard from any Insult of the Rebels all such Merchant Ships as may be lying in St Johns Road and are to examine with Your Boats all Ships and Vessels that may come into, or Sail from said Road or Harbour, and make Report to me as often as may be needful in the Form given You herewith, for which this shall be your Order.

Given &ca at English Harbour 6th February 1777.

Jam<sup>s</sup> Young

1. PRO, Admiralty 1/309.

7 Feb.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Friday Febry 7th 1777. –

In the House of Representatives – On the Letter from Capt Simeon Sampson dated Halifax Harbor, on board the *Boulouqua* Guard Ship January 20th 1777 –<sup>2</sup> Ordered that the Council be desired to take the same into Consideration and endeavour to procure the Officers and Seamen prisoners in the State of New Hampshire and Collect those in this State and send them in a Flagg to Halifax for the purpose of redeeming Capt Sampson his Officers and Company, and as many others now Prisoners there as can be. –

In Council read and Concurred

Consented to by fifteen of the Council

In the House of Representatives – Whereas the rum Molasses and sundry other Articles hereinafter enumerated, now in this State, are all needed for the Supply of the Army and the Inhabitants of this State. It is therefore Resolved, That all exportation of rum molasses, sugar cotton Wool, Sheeps-wool, flax, Salt, coffee, cocoa, chocolate, linen, cotton and linen woolen and cotton goods of all kinds, provisions of all and every sort, shoes, hides, deer-skins, sheep-skins and leather of all kinds, as well by land as by water, from the counties of Suffolk and Middlesex after the seventh day of Febry currant and from the counties of Essex, Plymouth & Bristol after the eighth; and from every other part of this State after the tenth, be stopped, except to the different parts of this State.

And if any Vessel shall be found having any quantity of rum more than sixty gallons to a vessel of eighty tons, and for a three Months Voyage, and in that proportion for a larger or smaller vessel, and on a longer or shorter voyage, or having any other of the articles above enumerated on board more than is sufficient for the use of the crew of the said vessel, she being outward bound therewith, or found at sea having sailed from any port in this State, after the times fixed for this Resolve's taking place in such port for any part of the world without this State; such vessel shall be a lawful prize for any person or persons who shall take the same, and shall be libelled in some Maritime Court within this State, within two months after having been found or brought in with such rum or other of said articles on board, and shall be condemned and sold in manner as is provided by the laws of this State for the condemnation and sale of vessels taken in carrying Supplies to the enemies of the United States of America; & the money such vessel and cargo may be sold for, shall be disposed of in the same manner as Vessels and cargoes are disposed of that are taken as prizes. Provided nevertheless, that if it shall appear to the Satisfaction of the court before whom such trial shall be had, that the owner or owners of such vessel did not knowingly transgress this resolve, in that case such vessel shall not be liable to condemnation.

Provided also, That this resolve shall not be construed to extend to prevent the exportation of Sugar in such quantities as are allowed by a resolve of this Court of the ninth day of January last, for the purpose of procuring flour and other provisions, and other articles for the use of the inhabitants of this State and neces-



sary supplies for the crews of such vessels as may be bound from this State, or to prohibit any exportations the Board of War may think proper to make for the public advantage, or to prevent the carrying of any of the above enumerated articles from this to any neighbouring State, as purchased at ordinary retail, either for the consumption of individuals or single families.

And further Resolved, that Mr Hosmer be, and hereby is directed to procure one thousand of these Resolves to be printed, and that he immediately transmit to the several naval officers within this State, and the several Committees of Correspondence, Inspection and Safety of the Towns that border upon the neighbouring States, printed copies of the same; and that he cause the same to be printed in the Boston news-papers.

In Council read & Concurred —

Consented to by fifteen of the Council

1. Mass. Arch., vol. 37, 5, 6, 10–12, 13, 14.

2. Captain Sampson, in the Massachusetts state brigantine *Independence*, had been taken by H. M. Sloop *Hope*.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 7 Feby 1777

Order'd That the Comy deliver Capt McNeil a Fish Seine for the Ship *Boston* & charge the Honl Mr Cushing with it —

1. Mass. Arch., vol. 148, 151.

#### JOHN BROWN AND THOMAS GREENE TO ROBERT TREAT PAINE <sup>1</sup>

Mr Pain Sr

Providence Feby 7th 1777

Thos Green Esqr & my Self owners of a Sloop Called the *Retalliation* of 90 Tons which has Lately bin aCruse aprivateering with 12 Carrage Guns Under the Command of Capt [Isaac] Jones the Barer hereof & in her Cruse Fell in Company with Capt [William] Dennis in the Priveteer Sloop *America* of 45 Tons & 38 Men, & being to Windward of the West India Islands and as they Supposed in a Good place to Lay for Merchant Vessils bound from England to the West Endies, they agreed to Lay buy & Wate in Company with Each other for Vessills to Come Down Near them, Accordingly in a Day or Two a Brigg appeard in Sight they both gave Chace together & after 5 or 6 Hours the *America* Capt Dennis Came up with Sd Brigg Capt Jones allso being then in full Chace within 3 miles Distance the Brigg Struck which Turnd out to be the *Countes of Eglington* Capt Reede [Robert Reid] from Glascow bound to Antego, with a Cargo of £4585 Sterlg in Dry Goods &c which Brigg was Sent to Bedford in Your Province under a Prize Master & 8 Men of Capt Jones & a Prize Master & 4 Men from Capt Dennis, we Claim a propotion of Sd prize in propotion to the Strength of the Privateers but to our Grait Supprize at a Tryal at Plimouth before Judg Cushings Court the Jury Gave the whole to Capt Dennis's Privateer we Appeald to the Superior Court to be held at Barnstable in May next, our Attorneys ware Mr Cole from here & Mr Cleringer of Bridgwater their Counsell was Mr. Daney & Mr Lovel, and as we are Determined to prossicute this Matter till we have Justice Done if possable therefore Desire Your Assistance as a

Gentleman of the Law & in Due time we will Give You a Handsome Fee, Capt Jones will give You a More perticul[a]r Acct of all Circumstancis Relative to any evidences Capt Jones shall Want to take that are within your State you will give him such Directions and advices as you think most Consistent with the tenor of the Cause & if any Evidences should be taken near where you reside, if you will be at the Interrogations and then propose such Questions as shall be pertinent to the Justice of our Capture &c or any advices that shall be given to Mr Jones we shall be Obligated to you for the same – If you can Undertake for us be pleased to acquaint us of the same as soon as you Conveniently Can Which will Oblidge Your [&c.]

John Brown      Tho Greene

1. Robert Treat Paine Papers, MassHS.

JOURNAL OF H.M.S. *Chatham*, CAPTAIN TOBY CAULFIELD <sup>1</sup>

February 1777

[Moor'd off Newport]

Thursday 6

Anchored here H.M.S. *Juno* & *unicorn*

Friday 7

½ past 8 AM fir'd a Gun & made Sigl for a boat from each Ship to attend the punish[ment] of a Seaman ½ past 9 David Robertson Seaman received along side 150 Lashes according to the Sentence of a Court Martial for desertion.

1. PRO, Admiralty 51/192.

*Connecticut Gazette*, FRIDAY, FEBRUARY 7, 1777

New-London, February 7.

A ship of War, supposed to be the *Niger*, of 36 Guns, has lain just within the West-End of Fisher's-Island, most of the Time since our last. On Monday she came to Sail, and the same Day drove a-shore on Narraganset-Beach a large Schooner, Prize to the *American-Revenue* Privateer, Capt. [Samuel] Champlin of this Port. The Schooner was from Ireland, bound to the West Indies, laden with Flour, Bread, Butter and other Provisions, and had two Bails of Linen on Board, which the Privateer took out.

After the prize was on shore several attempts were made by boats from the ship, to set her on fire, which they once effected; but it was soon extinguished by the vigilance of the inhabitants who collected on the occasion, and who drew to the shore several field pieces, with the help of which they preserved the Vessel, notwithstanding an incessant fire was kept up from the ship; which however did our people no damage. Several of the enemy, it is tho't, were killed. We hear the prize had 800 firkins of choice butter on board, about 200 firkins had been got on shore; and it was expected great part of the cargo would be saved.

The ship about the same time took a schooner, supposed to be bound in from the West-Indies, but we don't learn who she is.

ROBERT MORRIS TO JOHN BRADFORD <sup>1</sup>

Sir

Philadelphia Feby. 7th 1777

Your Letter of the 21 december & 17th January to the Marine Committee are with me and I have great pleasure in acknowledging on behalf of that Com-

mittee your Zeal and attention to the Public business. The tiding contained in those Letters was very Acceptable and I was particularly pleased with Captain [John Paul] Jone's's Success. By this Express I send him orders for an other Cruize, but by an expression in one of your Letters I imagine he or you have wrote to the Committee and proposed altering the Ship *Alfred*, that Letter must have passed through here without coming to my hands and the Committee have said nothing to me about it. Should they give any Orders that contradict mine let them be obeyed but if nothing contradictory, Captain Jones will abide by what I have wrote him. I have observed that you frequently did propose discharging those Vessels that were fitted out as Cruizers by General Washington and the Committee were always of your opinion but some how or other in the multiplicity of business and in their late confusion they omitted to give you orders. Now Sir, as I know it was their desire to have those Vessels paid off and dismissed the service I will venture to authorize your doing it and shall send the Committee A Copy of this Letter which you may deem a proper authority: But as I have mentioned in another Letter your employing one of those Vessels to carry the dispatches to France, you must either keep that one in pay or buy her, which I should much prefer, and if any of the rest of them are good Vessels, suitable for Cruizers I should think it best to buy them and continue them in the service, especially as I suppose some of the Commanders and officers have merit to deserve a continuance in the service: but I am utterly against continuing them on hire and so I think are all the Committee. You may inform Mr [William] Turnbull that Altho the Congress wish by all means to procure the Public stores on the most reasonable terms possible, yet they cannot desire to injure One part of the Public service for the sake of another, and that the Honest Tars ought to have fair play in the sales of their Prizes. We don't wish to take any advantages of them but would chuse he would Gaurd against monopolizers, Forestallers and combinations of that Kind. If you can persuade Commodore Hopkins to give up his Guns you may, but I dont think the Committee will order it as there has already been some altercation on that subject.<sup>2</sup> On Behalf of the Marine Committee I am Sir [&c.]

Robert Morris V: P:

1. Marine Committee Letter Book, 59-60, NA.

2. See Bradford to Marine and Secret Committees, December 21, 1776.

SAMUEL CHASE TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentlemen/

Baltimore Town. Feby 7th 1777.

The Marine Committee are very desirous, that the Tender of the *Defence* should be well manned, & under a bold active prudent officer, sent down with the Troops destined for Som[er]set & Worcester County. – Congress will afford every Assistance in their power to prevent any Communication between the Insurgents and the Men of War, and any plunder of our Islands or Coasts. it is earnestly wished and expected that our State will order every Vessel they have and can obtain on the same Duty. – I shall speak to Captain [George] Cook about his Tender. –

No Letters from General Washington The Post is not yet arrived. With Respect [&c.]

S Chase

1. Red Book, IV, Md. Arch.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, FEBRUARY 7, 1777

Williamsburg, February 7.

Last Wednesday a flag came from the fleet at Willoughby's Point, towards Hampton, and was met by Captain [James] Barron, who received their dispatches and forwarded them to this city by express the same evening; they contain nothing more than a desire to exchange prisoners.

JOURNAL OF H.M. SLOOP *Badger*, LIEUTENANT CHARLES HOLMES EVERITT <sup>1</sup>

February 1777

Mounta Christe SWbS 6 Leagues

Friday 7th

At ½ past 6 A M discovered a Sail in the NE Quarter, made Sail, Fir'd Six Four Pounders & 3 Swivels Brought her too, sent the Boat on Board her, found her to be from New-London Bound to Cape Francois Laden with Lumber, Fish &c Took Possession of her, the Prize in Company.

P. M. 1 P M . . . bore away for Jamaica Prizes in Company.

1. PRO, Admiralty 51/78.

VICE ADMIRAL JAMES YOUNG TO COUNT D'ARGOUT <sup>1</sup>

Copy)

Sir

Antigua 7th February 1777.

I have just received Your Excellency's Letter of the 2nd Instant,<sup>2</sup> Complaining that a French Brigantine called *Le Guillaume*, coming from Miquelon has been taken by an Armed Boat called the *Abraham*: one Gilbert Grant Commander, who had no Commission to Act in an Hostile manner, and has been carried into the Island of Dominica; I am very sorry to receive from any of his Brittanic Majesty's Friends and Allies: Complaint of such a Nature, as I totally disapprove and Disavow that any Vessels can legally Cruize on the High Seas, (to make Captures) even in the time of War, without being authorized by Commission from the Prince or State to which they belong: This Gilbert Grant I know not but am Concern'd to find that several other Armed Vessels, without any Commission to do so, are Cruizing in the like manner; having obtained an opinion from some of the Lawyers in this and the other Islands "that all His Brittannic Majesty's Subjects have a legal Right during the present open Rebellion to distress and annoy His Majesty's Enemies in any manner they can.["]

Though I very much disapproved this Opinion and Measure, I did not interfere therein, so long as they only annoyed the Common Enemy; and I flattered myself they would not presume to meddle with any Vessels that did not belong to the American Rebels, or do any thing to occasion dispute between his most Christian Majesty's Governors and myself, with whom I have at all times endeavoured to keep up the most Friendly Correspondence; however since it appears from your



Excellency's representation they now begin to act offensively against the Friends and Allies of Great Britain: Be assured I will use every means in my power to prevent any more of them Cruizing on the High Seas, by ordering the King's Ships under my Command to make Capture of all such Armed Vessels as they can meet with at sea which are Cruizing for the purpose of taking Prizes and are not Commissioned to do so, and will also endeavour as far as I am able to prevent any of them hereafter to sail from this Island, I shall likewise request the Governors of the other English Islands to do the same in their respective Governments. As to the Vessel in Question: if the Circumstances of the case appear to be such as has been represented to Your Excellency, there can be no manner of doubt, but she will be cleared and restored by the Court of Admiralty at Dominica, and the Person to whom she belonged may recover ample Damages in the Courts of Law there.

In regard to the *St Guillaume* Captain David from St Domingo Your Excellency will perceive by the inclosed account given me by the Officer Commanding his Britannic Majesty's Armed Brigantine *Pelican* who Seized her that very few of the Circumstances appear as related in the Memorial Transmitted by your Excellency, and that the officer had great Reason to believe the Vessel called the *St Guillaume* was intended to be fitted out as an American Privateer; having many Guns and other Warlike Stores secreted on board, although the Master had declared her to be only in Ballast. as to the Matter of Bribing the Sailors on board to give false Evidence, I presume no Court of Justice in any Nation suffer such Practices: this Vessel will be Libelled and tryed in the Court of Vice Admiralty at Dominica, — where the Parties claiming property therein may be heard in defence thereof and will undoubtedly have strict Justice done them.

As such kind of Disputes may prove very disagreeable in their Consequence I shall send express to the Court of London a true and faithful Account of these matters and request such further Instructions and Authority as may fully enable me in future to prevent any Complaints of this Nature; and I hope in the mean time to preserve Inviolable that Friendship and good Faith with his Most Christian Majesty's Governors, which ought ever to exist between the Officers of Princes in Alliance.

After these Explanations your Excellency must permit me leave also, to make Complaint of the great Number of Privateers and Armed Vessels belonging to the American Rebels that are harboured in the French Islands, where they meet with every kind of Indulgence and protection, and are thereby enabled more Effectually to annoy the Trade of His Britannic Majesty's Loyal and Faithful Subjects; and also obtain information of such Ships and Vessels as must unavoidably pass within sight of the French Islands: surely this cannot but be deemed breach of Neutrality, and there must be a great difference between protecting the harmless Trader, and the Armed Pirate: for I presume Your Excellency will agree with me that Subjects acting in open Rebellion against their Lawful Prince can only be considered in that light by reason they can have no Lawful Commission to authorize their proceedings: I flatter myself therefore Your Excellency will not

any longer permit the Rebel Privateers and Armed Vessels to be Harboured: Refitted and supplied with such Stores as they may want at any of the Islands under Your Government.

As Your Excellency is pleased to mention You shall order Reprisals to be made, should my Answer not prove definitive and Satisfactory: I must take leave to acquaint You. In that Case I shall Certainly use my utmost Endeavours to prevent any Injury being done to the Loyal Subjects of the King my Master –

I have the Honor to be &ca

Jam<sup>s</sup> Young

His Excellency the Compte Dargout Governor General &ca Martinique  
[Endorsed] No 2 Copy of Letter to Compte Dargout in Answer to his Letter dated the 2d February 1777.

[Endorsed by the Admiralty] In V. A. Young's Letter Dated 9th March 1777 –

1. PRO, Admiralty 1/309.

2. An enclosure in Young's letter to the Admiralty, March 9, 1777, PRO, Admiralty 1/309.

#### PUBLIC NOTICE BY VICE ADMIRAL JAMES YOUNG <sup>1</sup>

By James Young Esqr Vice Admiral of the Red &ca

Whereas, I have received a formal Complaint from His Excellency the Compte D'argout, His most Christian Majesty's Governor General &ca at Martinique; Setting forth that several Armed Vessels, belonging to the English Islands; without Commission, or any lawful Authority to Cruize and make Captures on the High Seas: have lately made it their Practice to Cruize about the French Islands, and thereby greatly annoyed the Lawful Trade of the same: by Firing at, Boarding, and otherwise Insulting the Trading Vessels belonging to His most Christian Majesty's Subjects: and that a French Brigantine called *Le Guillaume*, has been Piratically Seized by one of the above Described Armed Vessels, and Carried into the Island of Dominica.

In order therefore to put an immediate Stop to such daring and unlawful practices, and prevent the Possibility of any farther Complaints similar to the foregoing: I think it necessary To give this Public Notice, that I have ordered Captain Chapman of His Majesty's Sloop *Shark* to proceed immediately to St Johns Road, and there to lie a Guardship: and have directed him not to suffer any of the Armed Vessels called Privateers (intended to Cruise on the High Seas for the purpose of making Captures[]) to sail from St Johns Harbour; and that I shall also give Orders to the Kings Ships under my Command, to make Capture of all such Armed Vessels, having no Commission as they may find Cruizing on the High Seas for the purpose of making Capture of any Vessel whatever.

Dated at English Harbour Antigua 7th Feby 1777

Jam<sup>s</sup> Young

1. PRO, Admiralty 1/309.

#### VICE ADMIRAL JAMES YOUNG TO CAPTAIN JOHN CHAPMAN, H.M. SLOOP *Shark* <sup>1</sup>

By James Young Esqr Vice Admiral of the Red

Whereas I have received Complaint from Compte D'argout: Governor General of Martinico; Setting forth that several Armed Vessels belonging to the

English Islands without Commission, or any Lawful Authority to Cruize and make Captures on the High Seas; have lately made a Practice to Cruize about the French Islands, and thereby greatly annoy'd the lawful Trade of the same; by firing at, boarding and otherwise Insulting the Trading Vessels belonging to the French King's Subjects: and that a French Brigantine called *The Guillaume* has been Piratically Seized by one of the above described Armed Vessels and carried into Dominica.

You are therefore required and directed (in addition to my Order to you of the 6th Instant) to prevent any of the aforesaid illegal Arm'd Vessels to sail from St Johns Road Antigua during the time You remain there in His Majesty's Sloop *Shark*: for which this shall be Your Order.

Given &ca at English Harbour Antigua  
7th February 1777

Jam<sup>s</sup> Young

1. PRO, Admiralty 1/309.

**8 Feb.**

WILLIAM FROST TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

[Extract]

May it please your Honors;

Falmo Feby. 8th 1777

pursuant to your Directions I have tryed to get a Capt for the Ship – and conversed with Capt Stone, (the bearer hereof, whom I beg leave to recomend to your Honours as a Gentleman of Fidelity & Dispatch, and suitable for the Command of the Ship) he wants to know whether, if the Ship is taken; the Wages should be forfeited, or continue 'till he returns home, also whether she is to be sold when she Arrives at France or Spain. –

In the memo given Me – the Wages stands. Capt ten pounds P Mo, a Priviledge of ten hhds chief Mate Eight pounds P Mo & a Gratuity of fifty Pounds in leiu of Comms & 3/4 LM. P Day in Port abroad. Hands from 16 to 20 Dolls P Mo

He supposes it was defined that the Gratuity of 50 £ & 3/4 P Day, should be annexed to the ten hhds priviledge for the Captain – I am afraid I shall meet with greater Dificulties in procuring Seamen, than the Loading for the Ship – 'tho the latter will be hard, unless We shall have more Snow then there is at present – for fear it may be forgotten, I would mention to your Honours, (as necessary in loading the Ship) 2 Canting Dogs with Rings, 2 or 3 Iron Crows & 2 halling Dogs.

1. Mass. Arch., vol. 152, 46–47, Board of War Letters, 1776–1777.

MASSACHUSETTS BOARD OF WAR TO THE NEW HAMPSHIRE GENERAL  
ASSEMBLY <sup>1</sup>

War Office,

Boston Feby 8th 1777

To the Honble The Council & House of Representatives of the State of New-Hampshire. –

May it please your Honors –

The General Assembly of this State having impower'd the Board of War

amongst other Business, to fit out a Number of Ships &c. for supplies of Cloathing & Military Stores for the approaching Spring, – The Board have in consequence thereof purchas'd of Mr William Dennie the Ship *Bunker-Hill* & her Cargo, John Clark Master, in your State, and as the Vessels fitted out by this State were excepted in the several prohibitions, – We pray your Honors to give immediate orders to the proper Officers, for the Permission of said Ship & Cargo to proceed to Sea, any prohibition or Embargo notwithstanding. –

By order & in Behalf of the Board of War  
Sam<sup>l</sup> Phps Savage, Prest

1. Mass. Arch., vol. 151, 35, Letters from the Board of War, 1776–1780.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD <sup>1</sup>

Sir

Providence Feb 8 – 1777

I have had a Complaint from some Officers & a number of the *Alfred's* People who Capt. [John Paul] Jones has discharged that he would not give them their Wages without their first Signing a power to him to be their Agent – If that is true it is a practice not to be Justified and I desire you will take no Notice of any power Extorted in that manner as such practices will greatly discourage People from Entering into the Service – and I believe Some of them Since has given the Agent here a power – and he has advanc'd some for them to Encourage to go into the Service again I am Sir [&c.]

E H

1. Hopkins Papers, vol. 2, RIHS.

JOURNAL OF H.M.S. *Centurion*, CAPTAIN RICHARD BRATHWAITE <sup>1</sup>

February 1777

Moored between Prudence & Rhode Island.

Friday 7

AM . . . passed by a Cartel from Providence for Newport.  
Fresh Gales & Cloudy Wr.

P M Sent the Galley armed with a Mo[r]ter in her to the  
*Diamond* . . . at 10 heard several Vollies of small Shot from  
the NNE.

Saturday 8

AM the Galley ret'd with the Carriage of her prow Gun Disabled. She having thrown a Charge of Round & Grape into  
Bristol Carpenters emp'd cutting a piece of Timber to repair  
the Galley.

Fresh Breezes & Cloudy with Rain in the first & middle  
parts P M Saw the Cartel return from [*sic* to] Providence.

1. PRO, Admiralty 51/1777.



“A LIST OF PRISONERS DISCHARGED FROM HIS MAJS SHIP THE *Unicorn*, INTO THE  
CARTEL SLOOP P ORDER OF COMMODORE SIR PETER PARKER THE 8TH FEBY  
1777”<sup>1</sup>

1777

Jany

15. <i>Savage</i> Sloop	Nathl Atkins Master	
	Edward Barbar	Seaman
	Jno Archer	Do
	Wm Simonton	Do
15. <i>Smack</i> Schooner	Jno Leighton Master.	
	Jona Turtle	Seaman
	Joseph Berry	Do
	Jos. Fletcher	Do
	Jno Diamond	Do Negro
16. <i>Abigail</i> Schooner	Harman Atwood Master	
	Elisha Higgins Mate	
	Edwd Baker	Seaman
	Jedh Baxter	do
	Elisha Baker	do
19. <i>William</i> Sloop	Peter Buntager Master	
	Jona Beecher	Seaman
	Elihu Mouldrop	do
	Wm M Leod	do
	Wm Woods	do
	Thos Slicer	do
	Chas Pierce	do
	Parsone Clarke	do
	Jes: Ant: Resseau	do
		J <sup>no</sup> Ford
		No
Feby 8t } 1777 }	To Ballance due from Americans }	28
	P Capt [John] Ayres's Ballance }	65
	To deliver'd to Mr Clarke	65
		93
	By recd from Mr Clarke & }	70
	Mr Jno Haven }	23
	By due from Americans	23
		93
Newport 8t Feby 1777		93

M Read Secty

1. Council of War Papers, Exchange of Prisoners and Miscellaneous Papers 1775-1781, R. I. Arch.

LIEUTENANT HENRY BILLINGS TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Norwich 8th Feby 1777

May it Please your Excelency

This Comes to acknowledge my Gratitude to your Excelency for the honour and favours you have Confered on me in giving me a Lieuts Commission to Sarve on board the Armd Brig *Defence* – Notwithstanding your excelency has twice given me a Commission much to my honour – yet I have one more favour to Supplicate your Excelency for which is to except of my Commissions again (which now Inclose) and for no other Reason than that I am offered the Command of a Burmudian Built Sloop fixing out as a Privateer <sup>2</sup> – and I think to do Justice to myself & famaly I must except of the offer I am with esteem your Excelencys [&c.]

Henry Billings

[Endorsed] 8th Feby 1777 Lt Henry Billings resigning His Coms enclosed – recd idem Blank sent to Mr Shaw to fill the Place

1. Jonathan Trumbull Papers, vol. 6, 33a, ConnSL.

2. Billings took command of the ten gun Connecticut privateer sloop *Trumbull*, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XV, 49, NA.

GOVERNOR JONATHAN TRUMBULL TO NATHANIEL SHAW, JR. <sup>1</sup>

Sir,

Lebanon, Feby 8. 1777.

I wrote you yesterday relative to Seamen Prisoners sinch [*sic*] which Henry Billings 2d Lieut on board the Briga *Defence* has sent his desire to be released from that command on account of Superior Command offered him on board another vessel. As no time is to be lost in forwarding said Brige on a cruise, and suppose nothing else will delay her sailing but the appointment of a proper person to act in Lieu of Lieut Billings, and relying on your good Judgement in finding a proper person to fill that Department have inclosed a Blank Warrant for you with advice of Capt [Samuel] Smedley to fill up the warrant and deliver the same to the person you shall employ.

Trust nothing will be wanting on your part to make every necessary provision for the Briga that she may sail the first proper opportunity. Remain your [&c.]

Jonth Trumbull

1. Shaw Mss., Force Transcripts, LC.

JOURNAL OF H.M. GALLEY *Dependence*, LIEUTENANT JAMES CLARK <sup>1</sup>

Feby 1777

Spiting Devil Creek SSE 2 Miles

Saturday 8

At 7 AM Weigh'd and row'd up the river in Company the *George* Sloop at 9 A. M. Discover'd 5 Reb[el] Boats Crossing the river full of Arm'd Men fir[e]d 4 thirty two Pounders at them with round and Grape to bring them too Seeing they Could not Escape us they row'd in for the Jersey Shore and hauld their Boats up Do sent Our Boat and *Georges* Mann'd and Arm'd to Destroy them at 11 AM the Boats Retd havg

Completed what they were Sent for having One Man Wounded.

1. PRO, Admiralty 51/4159.

LIEUTENANT JAMES JOSIAH'S ACCOUNT OF HIS TREATMENT AS A PRISONER OF WAR <sup>1</sup>

A just account of the treatment which Mr. Josiah, first Lieut. of the Continental brig *And. Doria*, received while a prisoner.

He was taken on the sixth day of June last, by the *Cerberus* man of war, Capt. Simmons [John Symons], and confined six months, during her cruise. — Upon his first coming on board he was insulted with the name of rebel, and threatened that the yard-arm should be his portion, if he did not directly enter and take a mate's birth. This he refused, and was damned for a rascal, and was ordered immediately to the main deck, where the boatswain and his three mates were charged to see him perform the meanest duty in the waist of the ship. The Captain was determined to see this done himself — As he would not engage to fight against his country and friends, the Captain ordered that he should be placed in the boats during an engagement. He requested only to have the privilege of walking the forecastle during an action, as he would choose a walking posture rather than be still to be shot at — this was granted. It has frequently happened that masters of vessels were rifled by the British officers of what was in their chests, and insulted and kicked from the quarter-deck for asking the liberty of bringing their necessaries, which were left behind in their vessels. The only satisfaction they could obtain was to be ordered directly to a gun. Lieut. Ball of the *Roebuck*, who was exchanged for Mr. Josiah, had returned ten days or a fortnight to the prison-ship at New-York, before he (Mr. Josiah) was suffered to depart, and then was put on shore at Connecticut without a pass, although he had petitioned for liberty to land in Jersey, on his way to Philadelphia.

James Josiah.

Philadelphia ss. On the eighth day of February 1777, before me James Young, Esq; one of the Justices of the Peace, &c. personally came and appeared James Josiah, and being sworn on the Holy Evangelists of Almighty God, did declare, depose, and say, that the foregoing account, by him subscribed, is just and true in every respect, and farther this deponent saith not.

James Josiah.

Sworn before me the day and year aforesaid. Witness my hand and seal,  
James Young.

1. *Pennsylvania Evening Post*, April 29, 1777.

"EXTRACT OF A LETTER FROM PHILADELPHIA, FEB. 8, 1777." <sup>1</sup>

A Letter of Marque Brig belonging to this Port, is just arrived here with a valuable Prize. She is a Brig laden with a large Quantity of excellent Rum, consigned to General Howe.<sup>2</sup>

1. *Maryland Journal*, February 11, 1777.

2. Brigantine *Anne* taken by Michael Bastow commanding the letter of marque *Industry*. *Pennsylvania Packet*, February 11, 1777.

COMMITTEE REPORT TO THE MARYLAND HOUSE OF DELEGATES <sup>1</sup>

[Annapolis, February 8, 1777]

The Committee to whose Consideration the manner of disposing of the Sloop and Cargo drifted on Shore from Lord Dunmores Fleet, taken by a party of the Militia of Saint Marys County under the Command of Major Price, was submitted having had the same under their Consideration.

Do Report, That they have not been able to find any Resolve of Congress which directs how such Captures should be disposed off or what Share thereof should be allotted to the Captore.

That they are of opinion, a Libell should be Exhibited against the said Vessel and her Cargo in the Court of Admiralty of this State: and that if there shou'd be a Condemnation, the said Vessel and her Cargo should be exposed to public Sale by Commissioners to be appointed by the Convention, or in Recess thereof – by the Council of Safety, and the Money arising from such Sale to be lodged in the Treasury of this State, for the use of the public; and that all other Vessells which shall be taken by the Land forces in the pay of this State, ought to be disposed off in the like manner. All which your Committee beg leave to submit to the House –

Signed by order of the Committee

Nick Harwood Clk

1. Assembly Papers, Resolve of House of Delegates, February 8, 1777, Md. Arch.

JOURNAL OF THE MARYLAND HOUSE OF DELEGATES <sup>1</sup>

[Annapolis] Saturday, February 8th 1777.

On Motion, Resolved, That it is the opinion of this House that the Council of Safety be directed to send immediately two Armed Cutters to Cruise between Cape Hatteras and Chinkoteague Inlet, for the purpose of Giving early intelligence to all Vessels bound to this State of the Ships of War now Stationed in this Bay; and that the Commander of each Cutter upon producing a Certificate (in which the Tonnage of the Vessel shall be specified) signed by the Captain of any inward bound Vessel, and making Oath that the said Certificate was fairly obtained, that he has actually received such information shall be entitled to receive of this State at the Rate of One Shilling per Ton for every Vessel not exceeding One hundred Tons and for every Vessel upwards of one hundred Tons, Seven pounds Ten Shillings, exclusive of his ordinary Wages, as a reward and Encouragement for his activity in the Service.

1. House of Delegates Journal, 1777, 9–11, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO SAMUEL CHASE, BALTIMORE <sup>1</sup>

No 152

Sir We have ordered Capt Cook to give every assistance that the Congress or Marine Committee may require. And also Orderd the Schooner *Dolphin* now at Annapolis. A Row Galley and an Armd Vessel at Mr [Stephen] Stewards yard to be immediately Got ready and expect them at Annapolis on Tuesday [February 11]. You may Speak to Captain Walker <sup>2</sup> for assistance, but we fear his Galley cannot be got ready in time, but he may Spare some Men. Enclosed



you have a Copy of a report from the Conferees from the Senate & Assembly which will Show what they deem the Force to be that is Ordered by the Honble Congress & Council of Safety to quell the Insurgents in Somerset & Worcester Counties. We are [&c.]

[Annapolis] Febry 8th 1777 –

1. Council of Safety Letter Book, No. 2, Md. Arch.

2. Thomas Walker commanded the galley *Baltimore*.\*

MARYLAND COUNCIL OF SAFETY TO ROBERT MORRIS <sup>1</sup>

In Council of Safety

Sir, Annapolis Febry 8th 1777. –

An unhappy Affair has lately happened in Martinico by the Imprudence of Captn [William] Patterson in a Small Privateer from this State; – he, contrary to the Law of Nations, having taken an English Vessel, under a Flag of Truce, within a Small distance of that Island; to Make Satisfaction for which outrage, the Continental, and our Agent there, have been obliged to give their Bond for the Payment of the Vessel and Cargo So Seised, within three Months, from the Date thereof. –

We therefore desire you'll remit to those Agents the Sum of fifteen hundred Pounds continental Currency; if in your Power, or take other necessary Steps to enable them to pay that Sum within the Time limited, and charge the Same to this State. We are Sir [&c.]

By order Dan of S Thos Jenifer Prest

1. FDRL.

MARYLAND COUNCIL OF SAFETY TO RICHARD HARRISON, MARYLAND AGENT IN MARTINIQUE <sup>1</sup>

No 153

Sir Your favor of the 8th Decemr came to our hands, and we are very sorry to be informed thereby of the extreem Indiscretion of Capt Pattison [William Patterson] who is now under an Arrest to be examined by the proper Powers of the State, the Result of which will be communicated to you hereafter. We have now several Vessels ready to send to you which upon their Arrival will we hope enable you to discharge the several Sums due from you on our Account, but when they will depart from hence is uncertain as there are a Number of Brittish Ships of War in our Bay, however we have given Orders to Mr [Robert] Morris of Phila to remit you the Sum of fifteen Hundred Pounds to enable you to pay the Debt you & Mr [William] Bingham have incurred on Account of Capt Pattison whose Imprudence we trust will not be productive of any Inconveniences or ill Consequences to any of the United States, at the Same Time we assure you we highly disapprove of this Conduct of Capt Pattison and rely on your making a proper Representation of our sentiments on this Subject to the General & Governor of Martinico. We are [&c.]

[Annapolis] Febry 8. 1777 –

1. Council of Safety Letter Book, No. 2, Md. Arch.

EDMUND PENDLETON TO RICHARD HENRY LEE <sup>1</sup>

[Extract]

Caroline, February 8, 1777

... It seems we have 7 men of War in Our bay, who have been hitherto tolerably civil; a Vessell loaded with Blankets luckily escaped them and it got up York River. We have an Account that one of our Vessels sent out on a trading Voiage on Public Account, is taken off St. Kitts, by whom or whither carried, I have not heard. ...

1. David John Mays, ed., *The Letters and Papers of Edmund Pendleton, 1734-1803* (Charlottesville, 1967), I, 205.

VIRGINIA NAVY BOARD TO CAPTAIN JOHN CALVERT, GALLEY *Norfolk Revenge* <sup>1</sup>

Sir,

The Commissioners of the Navy have this day sent orders to the *Protector* *Safeguard* and the two Rappahannock Gallies directing them not to join You but to cruise in the following manner to wit, the *Protector* in the Wicomico, the *Safeguard* about the mouth of Potowmack, and the two Rappahannock Gallies <sup>2</sup> about the mouth of Rappahannock, and to annoy the Enemy, protect and defend the trading Vessels all in their power and also to bring too all Boats to prevent the Negroes going on board the Enemies Vessels – shou'd the abovemention'd Gallies or either of them join you before the abovesaid Orders reach them you are desir'd to send them back and give them orders to cruise as above. You are to keep with You the *Henry* and *Hero* Gallies and observe the orders you last receiv'd from this Board. –

(Signed) John Hutchings 1st Comr

[Williamsburg] 8th Feb. 1777 –

1. Navy Board Letter Book, VSL.

2. The two Rappahannock galleys were the *Page*, Captain James Markham, and the *Lewis*, Captain Celey Saunders.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS <sup>1</sup>

February 1777

Cape Fear Shoal NEbEt 11 Legues

Thursday 6

at 5 A M got T: G: yds across at 8 out Ref TPs, 11 saw a strange Sl in NW Qr Made sail & gave chase  
Fresh breezes & Squally at 1 pm fired 3 nine pounds to bring too the chase ½ pt fd her to be a Sloop from Charlestown bd to Philadelphia loaden with rice & indigo, sent an officer & Men on bd her

Friday 7

½ past 8 AM saw a sl ahead gave chase out all Refs & Carry'd the Mn T: G: yd away in the Slings, Carprs Empd making a new one, fired 3 Nine prs to bring too the Chace 10 Carry'd away the Starbd F: M: studg sl Boom ½ past br too the Chace sent an officer on bd her fd her to be a schooner from Santa Croix bd to St Pierre Split Fr: Topmt Studg yd lost most part of it

Fresh breezes & Cr at 1 pm saw 2 Sl to the SW. gave Chace at 4 Mod: fired 2 Guns for the Convoy to come under our stern, fird 2 Gs to bring too the Chace 1/2 past findg we could not come up with the Chace down Studg sls & Shortned sl at 7 fired 4 Gs & made the Sigl for the Convoy to bring too on the Larbd Tack,

Saturday 8th 1/2 past 5 AM saw a strange Sl gave Chace found her to be a Brig from St Eustatia bd to Charlestown, 1/2 past 7 gave chace to another Sl to the Wt ward gave chace 1/2 pt 8 fired a shot at her, at 9 br her too<sup>2</sup> at 10 fired 2 Gs a Sigl for the Convoy to bear down bt too occasionally from 10 to 11. bt too Exchang'd Prisoners at 11 made sail

1. PRO, Admiralty 51/909.

2. The prizes in the order of their capture were: sloop *Speedwell*, E. Rudulph, master; schooner *Hope*, T. Cunningham; brig *Fortune*, Joseph Towner, and schooner *Little Dick*, Joseph Evans, master. Prizes were sent into Jamaica and St. Augustine, except *Little Dick* which was lost on the Nassau bar, Howe's Prize List to October 24, 1777, PRO, Admiralty 1/488.

#### JOURNAL OF H.M. SCHOONER *Porcupine*, LIEUTENANT JAMES COTES<sup>1</sup>

February 1777 Anchd at Turks Island

Saturday 8 AM at 9 Came in & Anchored here a Schooner and a Sloop from Bermudas, the Schooner belonging to Charles Town sent 2 hands on board to take Charge of her<sup>2</sup>

1. PRO, Admiralty 51/702.

2. Schooner *Nancy*; Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

#### JOURNAL OF H.M.S. *Hind*, CAPTAIN HENRY BRYNE<sup>1</sup>

Feb'y 1777 Sandy point SBE 3 or 4 Miles

Saturday 8 A M spoke to the Tendr who had detained at Sandy pt an Antigua Privateer bore up for Do at 2 P M Came too in Sandy Point Exchanged hands the Sloop having 30 men & 8 Guns. at 6 Weighd & came to Sail in Co the three Privateer Prizes<sup>2</sup>

1. PRO, Admiralty 51/457.

2. Three of the illegal "privateers" operating out of British West Indian ports. They were giving Vice Admiral Young much concern.

#### JOURNAL OF H.M.S. *Camilla*, CAPTAIN CHARLES PHIPPS<sup>1</sup>

February 1777 Antigua S21° Et Distance 217 Leagues

Saturday 8th at 7 AM saw a Sail to the Eastwd made Sail and gave Chace at noon in Company as above. at 9 PM fired a 9 Pounder & burnt a false fire a Signal to the *Perseus* at 10 brought too and spoke the *Perseus* the Chace proved to be the *Mackeral* Transport from Cork for New York

laden with Provision taken by the *Notre Dame* a privateer<sup>2</sup> –  
Sent a petty Officer and 7 Men on board her.

1. PRO, Admiralty 51/157.

2. The South Carolina state brig *Notre Dame*, Captain Robert Cochran, returning from France, *South-Carolina and American General Gazette*, February 20, 1777.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN THOMAS DUMARESQ,  
H.M.S. *Portland*<sup>1</sup>

Copy)

By James Young Esqr Vice Admiral of the Red &ca

You are hereby required and directed to proceed forthwith to sea in His Majesty's Ship *Portland*, under Your Command to the Latitude of 20° North, and Longitude from 58° to 61° West; and there Cruize to intercept and make Capture of any Privateers, Armed Vessels or Trading Vessels belonging to the American Rebels you can meet with, pursuant to the General Orders you have already received from me concerning them and should you fall in with any Convoy from England or Ireland &ca for these Islands and you think it necessary for their safety you are to accompany and Protect them so far as may be needful; and then return back to the abovenamed Latitude, extending the Longitude as you may obtain Intelligence, or order more effectually to annoy the Rebels: You are to continue on this Service 'till the 10th Day of March next, and then call at Prince Ruperts Bay Dominica, to compleat the *Portlands* Wood and Water; and afterwards return and join me in English Harbour Antigua. Should You happen to fall in (during your Cruize) with any of the American Squadron, coming to this Island to Clean and Refit you are to acquaint their Captains it is my directions that they call at Prince Ruperts Bay Dominica, and compleat their Wood and Water before they proceed to this Island: for which this shall be Your order

Given &ca at English Harbour Antigua  
the 8th February 1777.

Jam<sup>s</sup> Young

By Command of the Admiral

Geo Lawford

1. PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN JAMES JONES, H.M. SLOOP  
*Beaver*<sup>1</sup>

Copy)

By James Young Esqr Vice Admiral of the Red &ca

You are hereby required and directed forthwith to proceed in his Majesty's Sloop *Beaver*, under Your Command, to the Road at the Island of St Christophers, and there Compleat the *Beavers* Water; and the moment that is done proceed and Cruize among the Leeward Charibbee Islands Vizt off St Eustatia St Martins, St Bartholomew, and St Croix, and use Your best endeavours to intercept and make Capture of all Ships and Vessels belonging to, or owned by any of the Inhabitants of the associated Colonies in North America, now in Rebellion and of all other Ships and Vessels belonging to, or owned by any of the Inhabitants of the Associated Colonies in North America, now in Rebellion; and of all other Ships and Vessels whatsoever, that You may meet with either



going to Trade, or coming from Trading, with any of the aforesaid Associated Colonies; taking care Strictly to Comply with the General Orders you have already received from me concerning them.

And Whereas I have received Information that several Arm'd Vessels and Privateers belonging to the said Rebellious American Colonies are now Cruizing in these Seas, to annoy and make Capture of the Trading Vessels and property of his Majesty's Loyal and Faithful Subjects: You are hereby directed to use Your utmost Endeavours to take, sink, burn, or otherwise destroy all such Armed Vessels and Privateers belonging to the Rebels, as you can meet with at Sea; but are not to attack them in the Bays, Harbours, or Roads of any of the Islands belonging to the European Powers in Amity wth Great Britain whilst under the protection of their Forts: You are to remain on this Service 'till the Expiration of six Weeks, and then (having Compleated the *Beavers* Water) return and join me in English Harbour Antigua; for which this shall be Your order

Given &ca at English Harbour Antigua  
the 8th February 1777.

Jam<sup>s</sup> Young

By Command of the Admiral

Geo Lawford

1. PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG TO CAPTAINS OF THE LEEWARD ISLAND SQUADRON <sup>1</sup>

By James Young Esqr Vice Admiral of  
the Red &ca &ca

Whereas I have received Complaint from Compte D'argout Governor General of Martinico setting forth that several Armed Vessels belonging to the English Islands without Commission, or any Lawful Authority to Cruize and make Captures on the High Seas, have lately made a Practice to Cruize about the French Islands and thereby greatly annoy'd the Lawful Trade of the same, by firing at, boarding and otherwise Insulting the Trading Vessels belonging to the French King's Subjects and that a French Brigantine called the *Guillaume* has been Piratically Seized by one of the above described Arm'd Vessels and carried into Dominica and as I think it absolutely necessary to put an immediate Stop to such daring and unlawful Practices.

You are hereby required and Directed to Seize all such Armed Vessels having no Commission, as you may find Cruizing on the High Seas for the purpose of making Capture of any Vessel whatever and are to take on board His Majesty's Ship under your Command all the Hands (except the Master and Mate) which you may find on board such Armed Vessel Cruizing as aforesaid, putting on board her from the *Portland* as many Men as are sufficient to Navigate her to English Harbour where You are to send her, to be further proceeded against, for which this shall be Your Order

Given &ca at English Harbour the 8th  
February 1777.

Jam<sup>s</sup> Young

To The Respective Captains of His Majesty's Ships *Portland*, *Seaford*, *Hind*, *Perseus*, and Sloops *Beaver*, *Hawke* and *Fly*.

[Endorsed] No 6: Copy of Vice Adml Youngs Advertisement; and Orders given to the Kings Ships to Seize the private Cruizers acting without Commission [Second endorsement] In V. A. Young's Letter Dated 8th. March 1777.

1. PRO, Admiralty 1/309.

## 9 Feb. (Sunday)

COMMODORE ESEK HOPKINS TO CAPTAIN EZEKIEL BURROUGHS <sup>1</sup>

Sir –

Providence Feby 9th 1777 –

You are hereby directed to go onboard the *Hamden* [*Hampden*] and take Charge of her as Captain; and proceed on a Cruise as soon as you can get your Men onboard, and Cruise for Store Ships bound to the Army of his Britannick Majesty – If you take any Prizes which you may not think worth while to send into port, you are to first take the Men out, and then destroy such prizes and what Prizes you may take which you think worth Sending to port, I advise you to Send to Virginia or the Carolinas, directed to the Continental Agents and when you have Weaken'd your Brig So as not to be able to Cruise, you may put in to one of the ports where you Send your prizes – and get your men and Such Stores as you may Want, and then Cruise as before directed, as long as you can keep your Vessel in Order fitt for the Service –

You are to follow such Orders as you may receive from the honble Marine Board, or from me or any other of your Commanding Officers –

You are to acquaint Me, and the honbl Marine Board of your Circumstances by all Opportunitys, and apply to the Continental Agent for what Money or Stores you may Want for the Service – I am [&c.]

E H Cmmr in Chief <sup>2</sup>

1. Hopkins Letter Book, RIHS.

2. Similar orders were issued this date to Captain Joseph Olney, Continental brig *Cabot*, Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO CAPTAIN ELISHA HINMAN <sup>1</sup>

Sir

Providence Feby 9th 1777

I receiv'd yours, and have Inclosed you Mr [Peter] Richards Commission <sup>2</sup> and Mr Edward Revelys Warrant for Master of *Alfred* – the Lieutenant of Marines Commission I have not Sent as I don't know at present where Lieutt [William] Hamilton is placed.

Should be glad you will use all your Skill and Industry to get the *Alfred* fit to proceed on a Cruise as soon as possible – I am Sir [&c.]

E H –

1. Hopkins Letter Book, RIHS.

2. To be first lieutenant of the *Alfred*.

JOHN HANCOCK TO CAPTAINS JAMES CAMPBELL AND WILLIAM ROGERS <sup>1</sup>

(Circular)

Baltimore February 9th 1777

Sir You will convoy the Transport Vessels with the Troops across the Bay to such place on the Eastern Shore as the Commander of the Troops shall direct. That being done you will proceed down the Bay – reconnoitre the enemies Ships, and use all possible dilligence to prevent their Tenders and Barges from getting supplies of any kind from the Shores, either of Maryland or Virginia, You will do good service by giving notice of their danger to any inward bound Vessels coming up the Bay and fail not to take or destroy any of the enemies Tenders that may fall in your way. You are to act in Freindly conjunction with the Land Troops and with the Other armed Vessels that accompanies the Troops having always in veiw the great purpose of preventing the enemies ships to taking any thing off from the Land or giving any assistance to the Tories you will inform this bourd of your proceedings by every opportunity. We are sir [&c.]

J Hancock Presdt

To Captain James Campbell of the schooner *Enterprize*

Captain William Rogers of the Sloop *Montgomery*.<sup>2</sup>

1. Marine Committee Letter Book, NA.

2. *Enterprize*, a Maryland privateer, and *Montgomery*, owned by New York state, had been pressed into Continental service to support the army in suppressing Tory troubles in Somerset and Worcester counties on Maryland's Eastern Shore.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ <sup>1</sup>

February [1777]

Moor'd in St Johns Road Antigua

Sunday 9

Ships Company received Prize Money for the *Putnam & Independence* Briggs the Schooner *Betsy* and the *Maria Susannah & Sally* Sloops

1. PRO, Admiralty 51/711.

10 Feb.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS <sup>1</sup>

Honored Sir

Boston Feby 10th 1777

Inclosed I send a Copy of my last letter to the marine board – Also Copies of my letters to you since my Arrival here in the *Alfred*. – As the good government of the Navy is of the greatest importance, it is a duty incumbent on every Man who is honored with a Commission in the Service to contribute all within his power to so Valuable an End. – You will not therefore I am persuaded charge me with disrespect Altho' my free Sentiments may not Perhaps, always correspond with your own. – it would give me much more pleasure could I Join with the other Commanders in Pointing out hints for Useful Rules & regulations – We have had Sundry Meetings here for this purpose without being able to Effect any thing. – And as this is a natural Consequence where the understanding is contracted I have determined that if I Subscribe to Nonsense it shall be Nonsense of my own not that of others!

There are no Officers more immediately wanted in the marine department than Commissioners of Dock Yards to Superintend the Building and Outfit of all Ships of war – With power to Appoint Deputies to provide & have in constant Readiness Sufficient Quantities of Provision Stores Slops &c. So that the Small number of Ships we have May be constantly employed and not Continue Idle as they do at present – Besides all the Advantages that would arise from such Appointments the Saving which would Accrue to the Continent is worth attending to; had such men been appointed at the first the new Ships might have been at Sea long Ago. – The difficulty now lays in finding Men who are deserving and who are fitly qualified for an Office of such Importance. –

Captain Thomson [Thomas Thompson] of the *Raleigh* Frigate in my Opinion Understands the Business in all its branches he Seems a Merchant, a Man of the world a Gentleman – And the construction and Equipment of the *Raleigh* by his particular Advice does honor to his Mechanical turn an[d] is an Evident Proof of his Judgment so that every thing might be expected from his Sagacity and forethought – And from what I have heard him express, I believe he would Undertake to Superintend the Building & Equipment of the Ships lately Ordered. –

The Navy is in a wretched Condition. – It wa[nts] a man of Abilities at its head who could bring on a Purgation and Distinguish between the Abilities of a Gentleman and those of a Mere Sailor or Boatswains Mate for till such distinction is made the Navy will never become Respectable. – A Man who hath the Meanness of Soul to Deny his wor[d] is a Despicable being Indeed! he sinks beneath the Condition of the poorest Reptile that Crawls on the Earth – And it is not Uncharitable to Suspect him as being Capable of any Baseness Whatever. – As the Action brought against me for taking Men out of the *Eagle* Privateer where I found deserters from the Navy is a Matter which nearly Concerns America as well as myself. – I will add a Paragraph from a Letter which I lately received from Colonel [Daniel] Tillinghast of Providence as follows – “The Commodore has just left me of whom I requested to know his determination either to disavow his orders to you or to comend your conduct that I might acquaint you thereof Agreeable to your desire, to which he reply’s ‘You have his Orders in Writing which, if that will Justify your Conduct its well.’ ” now Sir, I have proof that he both Sent and gave me from his own mouth express Orders [to] take all the Seamen out of Privateers where I found a Deserter from the Navy. – But this is not the first Slip he hath made for I have frequently heard him Affirm that he served America without Pay. – if so why is he so earnest about claiming a Twentieth part of all prizes. – this leads to an Enquiry whither that Claim be well or ill founded for it would be Absurd to Suppose that the Congress mean to give him Such a Reward for Smoking his pipe at home – it being altogether Unprecedented in a Navy Establishment even in Countries where other Sinecures and Abuses are Common. – When the Commander of a Fleet or Squadron goes to Sea in Person or is on a Foreign Station the Case is very Different.

You cannot at such distance imagine the discontent which prevails among the Seamen in these Eastern States on Account of Prize Money – They Stand Aloof and will not Re-Enter untill that Matter is Settled – and there is no prospect of its ever being Settled while Individuals lay Claim to Shares who were not present



at the Captures – Lawsuits, Duellings, and endless Animosities will be the Consequence and the publick Service will be Neglected and at a Stand while this dispute Subsists – As it is a direct Violation of a Resolve of Congress that any person whatever other than the Captors should Share in Prizes. An Explanatory Resolve is the Most Speedy and Effectual Method to put an End to the Controversy and restore harmony to the Service. – No man or private Society of men hath a Right to add to the Established laws of the land Yet by the Inclosed Invitation we see that Individuals in the Navy have Assumed that Authority.

I must repeat what I asserted formerly that unless some happy expedient can be fallen upon to induce the Seamen to Enter into the Service for a longer term than Twelve Months it will never be possible to bring them under proper Subordination, and Subordination is as necessary, Nay far more so in the Fleet than in the Army Present Advantages tho Small will Operate far mo[re] on the minds of Seamen than Future Prospects tho great. – they ought at least to enter during the war – if not during pleasure – And all Deserters ought to be Capittally punished instead of this there hath not been a Single Instance of Inflicting punishment on a Deserter but on the Contrary they have even been paid for the time of their Absence – And they are Suffer'd to parade thro' the Country with impunity without being Question'd. – were these matters rectified we should hear of no such thing as Desertion the American Navy would soon become respectable to all the Wor[ld] Gentlemen of parts & liberal minds would Join [it] from all Quarters and Felicity would lend us h[er] Standard. – I shall only Add at present – that the Navy would be far better without a Head than with a Bad one. – I have the honor to be with the greatest deference and Esteem Sir [&c.]

J. P. J.

[Endorsed by Jones] Boston Feby 10th 1777 Copy of a letter to the Honble R. M. –

1. Papers of John Paul Jones, 6548, 6549, LC.

PETITION OF MARY O'BRIEN TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honourable the Council of the State of Massachusetts Bay –

The Petition of Mary O'Brien –

Humbly Sheweth

That your petitioner being on her passage from Lisbon to Ireland on board the Brigantine *Unity* Shubael Worth, Master, was taken by the Armed Schooner *True American*, commanded by Capt Daniel Hathorne, and brought into Salem in this State. That she has now an opportunity of going home to Ireland, in the Brigantine *Lord Lifford*, John Jones, Master. Your Petitioner's Humble Prayer therefore is, that the Honorable Board would permit her to take her passage in the said Brigantine *Lord Lifford* – And your Petitioner as in duty bound shall ever Pray.

Boston February 10th 1777

Mary O'Brien

[Endorsed] In Council Feb. 21, 1777 On the Petition of Mary Obrien Ordered that the Prayer of the same be granted, and that the sd Mary Obrien, have,

and She hereby has Liberty to depart from this State to Ireland, in the Briganteen *Lord Lifford*, of which John Jones is Master – by Order of Council –

1. Mass. Arch., vol. 166, 231.

MASSACHUSETTS BOARD OF WAR TO JOSEPH GARDOQUI & SONS, BILBOA <sup>1</sup>

War Office,

Gentn

Boston Feby 10th 1777 –

This we hope will be deliver'd you by Capt Tucker, & incloses Invoice & Bills Lading of 2210 Quintals best Merchble Cod Fish which we have freighted on Board the Brig *Benjamin* which we wish safe to hand & a good Market. – You will dispose of the Fish upon the best Terms, & invest the proceeds in the several Articles enumerated in the annex'd Schedule, or a proportion of each as they may [be] purchas'd, giving the preference to good Fire-Arms if they are allowed t[o] be shipt to America, – These Goods are to be shipt on Board t[wo] sm[illegible] Vessels that will be soon with you, but if they should not arrive in Time please to ship as many of the Articles as may be in the *Benjamin* And if the Master of the *Benjamin* cannot take them in & you despair of seeing the Schooners, please to remit the Neat proceeds to Messrs Jacques Gruel & Compy Nantz. – The Board of War for the State of Massachusetts Bay have taken the Liberty to address this their first Adv[enture] to Bilboa to your House induced therto by the Great Character you so justly sustain in the Commercial World, & your known Attachment to [the] Cause of America, & intend this Cargo shall be follow'd by others under the like Address. – We are Gentn [&c.] By order of the Board of War

Sam<sup>l</sup> Php's Savage, Prest

3000 Blankets –  
1000 Fire-Arms –  
20 Tons Iron –  
30 Tons Cordage  
200 ps Raven Duck –  
100 do Russia do –  
2 Tons Steel –

If Ravens Duck cannot be procur'd, an equal Quantity of such Cloath as is suitable for Tents. –

1. Mass. Arch., vol. 151, 48, Letters from the Board of War, 1776–1780.

JAMES DUNLOP TO BETTY DUNLOP <sup>1</sup>

*Ambuscade* New Port, in Rhode Island

Dear Betty

10th February 1777 –

I wrote to You about the 30th of Octr last from New York, since which have not heard from You or any of my freinds, The report of all Letters from America being open'd in England at the P: Office, confines me in saying much about myself. I am still on board here, and the Captain if possible continues more & more kind and civil to me, This Frigate a most desireable sea Boat in all respects has been since her coming to America, only employed as a Convoy to Transports

& Wooders, We are now going on a two months Cruise to the Joy of all hands – The 7th of Decr last We got possession of this place without any resistance, the Rebels and Hopkins with his five Frigates runing up the River to the Town of Providence, where they are hem'd in by our Frigates and cant get away. Our Troops have been most surprisingly successfull, We have taken so many Islands, Towns and Forts that We have not men to spare from the Garrissoning of them to undertake any impörtant blow, before that more Succours come Out. Twenty thous'd Russians are expected and five thousd Troops from Cork. It is reported there is a hot Press at London, a Rupture with France expected, and that Twenty new Regmts of Marines are a raising, I coud wish I had freinds of sufficient Interest to procure for me a Leiutenancey in One of them, a Sea life agrees well with me, but found the land service woud not. The Leiuts Anderson & Greg on board here are both old first Leiuts and no doubt new Regmts be a raising they will be promoted, I shoud think myself quite happy to be appointed in the Room of One of them, to continue with Capt [John] Macartney who is a great and good Man. I [illegible] Jamey is well and expects preferment, as there is a new [illegible] Battalion of Rangers to be added to the One Colonel Rodgers commands.

It is a miracle to me how well I keep my health, and all that are on board, We have not One sick person, tho there has been most part of this winter and at present the most severe frost I ever see, yet I make use of no hoods or Great coat, only wears three Wastecoats and covers my self at night with five Blanketts and a Quilt, The *Lark* came in here yesterday, but it has since blown so fresh no boat coud come from Her, She lost Her Main Mast at Sea in a hard gale and We left her a New York getting a new One. I lately heard Mr Jesse Adair & son are both well, The Captain and I live very plain and temperate, which I am certain is very conducive to health

My love to all my freinds, When You write name all the Children and what they are doing. We are unmoored ready for sailing I am Dr Betty Yrs Afftly

J. D.

P S It is the *Juno* and not the *Lark*, that arrived here lately, the *Lark* is at Hallifax and Stationed there Ten Miles below the Town of Providence the River begins to grow narrow and the water shoal, When Hopkins came there He put on shore his Great Guns, and made Batterys of them on each side of the River, by which means He got out of reach of Our Frigates, In the Spring when our Men march up each side of the River, and Our Sloops follow them up, these Frigates must be taken, The Congress is so well convinced of this, that by information of a Deserter, Hopkins has got Orders at all events to endeavour coming down, and has prepared all things for it, but as there is a fifty Gun Ship and four Frigates lying within five Miles of him, and a fifty and Six or seven Frigates and 20 Gun Ships here, lying ready to slip their Cables, all which He must pass, He cannot possibly get away. I cannot inform You of Our Cruise as Our Orders are not to be opened untill We are out of the Harbour, God Bless You All J. D.

In conversing with Our Pilot this morning find Arthur Seed lives here, He has a Wife and One Child, and commands a Sloop of His Br in Laws, at present He is from home, if We return here as I expect We shall, I shall wait upon Her

[Addressed] Miss Dunlop near Belfast <sup>2</sup>

1. PRO, HCA 30/272.

2. On the same date Dunlop wrote a similar letter to Samuel Betty, Lord Chamberlain's Office, London, PRO, HCA 30/272.

*New-York Gazette*, MONDAY, FEBRUARY 10, 1777

New-York, February 10.

The *Milford* Frigate lately took a large Merchant Vessel, mounting twenty Guns, bound to Virginia, and a Brig, bound to France, at one Time within Sight of the Town of Boston.

The *Hancock* built for 36 Guns, has neither Men nor Guns. The *Alfred* of 32 Guns is not half manned; and another Vessel, which they have converted to a Ship of War, is in the same Situation.

It is said, that though the *Alfred*, a Rebel Frigate, took nine Prizes in the Course of her Cruise, only one of them was got in; the other eight having been re-taken by the King's Ships.

Several Prizes, taken by His Majesty's Ships have been sent into Port within the Course of the Week. The Slips about the Town are filled with Vessels of this Sort; and it is said they amount to near or quite two Hundred Sail, many of them very valuable.

By a Gentleman, who left Bourdeaux on the 5th of November, we are informed, that there were then, in that Port, the following Vessels bound to Philadelphia, viz. The Ship *Hope*, Captain Collins; the Brig *Dolphin*, Captain Moore; and another Brig, commanded by Captain Higginson.<sup>1</sup> Several other Vessels were at Nantz, bound to different Ports of America.

Saturday last the *Lark* Frigate, Captain [Richard Smith] arrived here from Halifax, with several Transports.

1. Henry Higginson was the pilot of brigantine *Timoleon*; not master. When captured in April 1777 by H.M.S. *Greyhound* she was "entirely navigated by Frenchmen," Vice Admiralty Register, vol. 5, N. S. Arch.

THOMAS SAVADGE TO THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

[Extract]

Pensylvania Saltworks, Feb. 10, 1777.

Gentm, On Monday, the 27th of last month, a small Sloop or tender came into this inlett,<sup>2</sup> Maned Chiefly by Tories, who Went on board a sloop belonging to Mr James Randolph & Others, with intent to take her Out; but not being able to accomplish that, plundered her of What they Could and went off on seeing a small party of Militia coming down from the head of the river, who happened to get intelligence of their being in; their business, I am informed, was to carry Out the Sloop, and a prize schooner that has lain here some time, and I apprehend belongs to Congress in part, (but am not certain in that point) then to destroy these Works, Which it seems they are determined to Do if possible.



On Monday, the 3rd inst. they came again; went to Mr Randolph's house, took the schooner's Sails and rigging, Carried it on board, and attempted on Tuesday morning to carry her Off; but running her aground Opposite these Works, left her and went on board Mr Randolph's Sloop & Stripped her of her sails & riging and what more they could take in their boats and stood out to sea; there being a small party of Militia at these works at the same time, and another party on good luck point, which is near Were Mr Randolph's Sloop lay, and who, in my opinion might have taken the Tories and Sloop had there been either good Officers or Men; but the Militia of this part of the Country are by no means Calculated for the defence thereof; for more than half of them are Tories, and the rest but little better.

I am of Opinion that if this part of the Country is to be defended it must be by Continental troops, who know their duty, or Militia of another State: also one or two Gallys to protect this and the Neighbouring inlets. I am in expectation of another Vissett from them, being informed that Colonel Morris is preparing a strong party to Come by land, & at the Same time two Tenders or a Galley are to come into the inlet. If this be true, the Works are gone and every thing else they please; for the people here Will Chiefly take part With them as soon as there Appears a Sufficient number to repel the few Militia that there is any dependence on. . . .<sup>3</sup>

1. *Pennsylvania Archives*, 1st series, V, 217–18.

2. The inlet at the mouth of Toms River, New Jersey.

3. See Minutes of the Pennsylvania Council of Safety, February 17.

#### CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO JOHN HANCOCK <sup>1</sup>

[Extract]

Philada Feby 10th 1777

. . . We have the pleasure to inform you that another Ship with a Cargo of salt is arrived in this River & the former one got safe up, so that the Public & Individuals will be greatly reliev[e]d in their wants of this Article, This last Ship is from Nantes but the letters are not yet come up from her, soon as they do, if there is any interesting intelligence it shall be transmittd to you. The *Randolph* Frigate & Ships under her Convoy got safe out to Sea last Thursday The Frigate sails well & is not badly manned . . .

P S The Ship from Nantes has brought no other dispatches than a letter to Doctr Franklin sent to the Secret Committee, & a London News paper with a letter from thence to Mr Lee that will be forwarded by Mr Bradford –

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 147–48, NA.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Philadelphia, February 10th, 1777.

Capt. Hazlewood [John Hazelwood] was informed that Capt. Dan'l Murphy is this day reinstated in his former command,<sup>2</sup> agreeable to his Commission.

1. *Pennsylvania Colonial Records*, XI, 119.

2. Armed boat *Eagle*.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Monday February 10, 1777

*Resolved*, That it be recommended to the council of safety of Maryland, to prevent the sailing of all provision vessels, while the enemy's ships of war infest the bay; as, there is the greatest reason to apprehend, they cannot avoid falling into the possession of the enemy.

1. Ford, ed., *JCC*, VII, 104, 105.

JOHN ADAMS TO ABIGAIL ADAMS <sup>1</sup>

Baltimore Feby. 10. 1777

Yesterday, I took a long Walk with our Secretary Mr. Thompson [Charles Thomson] to a Place called Fells Point, a remarkable Piece of Ground about a mile from the Town of Baltimore. It is a Kind of Peninsula which runs out into the Harbour, and forms a Bason before the Town. This Bason, within thirty Years, was deep enough for large Tobacco ships to ride in, but since that Time has filled up ten Feet, so that none but small light Vessells can now come in. Between the Town and the Point We pass a Bridge over a small run of Water which empties itself into the Bason, and is the only Stream which runs into it and is quite insufficient to float away the Earth which every year runs into the Bason from the dirty streets of the Town and the neighbouring Hills and fields.

There are four Men of War just entered Chesapeak Bay, which makes it difficult for Vessells to go out, and indeed has occasioned an Embargo to be laid here for the present. Your Uncle <sup>2</sup> has two Vessells here, both detained – one is now employed as a Transport for a little While.<sup>3</sup> These Men of War will disappoint you of your Barrell of flour. Your Uncle's Vessells would sell very well here. Hardens <sup>4</sup> would fetch 800 Pounds of this Money.

1. L. H. Butterfield, ed., *The Adams Papers, Series II, Adams Family Correspondence* (Cambridge, 1963), II, 157–58.

2. Isaac Smith, Sr.

3. To carry troops down the Bay to quell a Tory insurrection in the lower counties on Maryland's Eastern Shore.

4. Captain Jesse Harding in the employ of Isaac Smith, Sr.

SAMUEL ARNOLD TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Baltimore february 10: 1777 to the Honble Bord of War In Bostan gentlman

I wold a Quante you that We are In a Bad situaton hear at Prasante the Bay is all Bloked up Withe Ships of War I s[ee] No Way git out at prasant the Peuple is all op In arms Hear goan down the Bay to fetch Tore[ys] that are Colacted a grat Nomber Togath[e]r Soport[e]d By the Ships thay Hafe taken a Nomber of our Nothrd Vasals Som they have B[u]rnte som thay hae Run a shore aftar my V[a]sal Hear I axpected to Sail Sune While I [illegible] my Cargo & am Loded and Rady to saile But a Stopag on all vasals I shel Remain Hear and Whan I shal git out of the Bay I no not I Cold a sold my Vasal for a grate profat 600 ponds Laful I Cante gite no advise what to due with my Vasal Hear for [illegible] I am told I shall Remain Hear at prasante tal I hear from your

I hafe Rote t[wo] Letrs By the poste Rite to me if you pleas we are at a grate  
Exp[c]nce hear Noth[ing] To Be had hear Whet wery dear flower abt 20  
to 22 [sca]rce at that & [illegible]

Samll Arnold

1. Mass. Arch., vol. 152, 48, Board of War Letters, 1776–1777.

GEORGE WOOLSEY TO WILLIAM PATTERSON, ST. EUSTATIUS <sup>1</sup>

[Extract]

Sir.

Baltimore the 10th Febr'y 1777

We had the pleasure of writing you a few Lines by Capt Robinson in the Brig  
*Rogers* Since then none of your favours. Neither is their any Accot of the *Roger*  
yet. Mr [John] Pringle has requested us to write to you when any favourable  
Opportunity offers, and we now Embrace the present as such. Delaware Capes  
were some time Since badly infested with the English Frigates, but of late they  
have left Delaware and give us much trouble, at both places they have made a  
number of Prizes cheifly inward Bound, Which keeps all manner of Imports high  
and you cannot send any Article in that will not Answer. Our produce is Started  
Flour 20/ Tobacco 30/ & 40/ we suppose the English Frigates will keep a Sharp  
look out, but of this there is no certainty as they alter their Mode of proceeding  
very often On purpose to Deceive. . . .

1. Woolsey & Salmon Letter Book, LC.

MINUTES OF THE MARYLAND COURT OF ADMIRALTY <sup>1</sup>

At a Court of Admiralty held at the Court House  
in Baltimore Town the 10th day of February 1777

Present The Honble Benja Nicholson Esqr judge

The Continental Ship of War Called the <i>Lexington</i>	} Libell f[ile]d 21st Jany 1777 Mon[itio]n issd Same day
Wm Hallock Commander	
vs	
Brig <i>Mary-Ann</i> Anthony Gilchrist Commr	
Register filed	
Condemnation fees pd	
day of Sale Ordered to be Monday the 17th instant	

1. Admiralty Court Minutes, 1776–1778, 15, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Monday 10th February 1777. –

Ordered that Mr William Holt deliver unto Doctr Livingston [Justice Livingston]  
two pound Bark, two pounds Glauber Salts, one pound Salts, one pound Manna  
and four Ounces of Rhubarb for the use of the Sloop *Scorpion*.

1. Navy Board Journal, 174, 175, VSL.

VIRGINIA NAVY BOARD TO GEORGE HOPE, HAMPTON <sup>1</sup>

Sir

We have sent you by Captain Dean [William Deane] £200 – you are desir'd  
to acquaint us by the first opportunity the situation of the Boats where you are

building, and when they will be finish'd and also to provide Provisions for the Workmen keeping an Account of the same which shall be paid You. —

(Signd) Thomas Whiting 1st Comr

[Williamsburg] 10th Feb. 1777 —

1. Navy Board Letter Book, VSL.

DEPOSITION OF SEAMAN JOHN BROWN, H.M. SLOOP *Racehorse* <sup>1</sup>

John Brown, Seaman sent in prize Master of a Prize taken by His Majesty's Armed Sloop *Race Horse*, Lieutenant William Jones Commander, depose that he the said Prize Master with Christopher Darby and Edward Bryan were put in charge of the Sloop *Modesty* taken by His Majestys Armed Sloop above said by the said Jones, to proceed with her to Port Royal Jamaica, November 22d 1776, and on that Day they left the *Race Horse*, and proceeded for Port Royal accordingly with Thomas Agnew late Master of the Sloop *Modesty* (i.e. when she was taken by the *Race Horse*) and James Wilson Supercargo, who were evidences necessarily to be Examined in the Court of Vice Admiralty in order for her trial in the said Court. They had also on board the *Modesty* another Man taken in a former Prize to Assist in Navigating the said *Modesty* to Port Royal which with a Boy of ten or Eleven Years old whose name is John Rogers, who belonged to Thomas Agnew above Mentioned comprized every body then on board the Sloop *Modesty*, when they parted from the *Race Horse*

This Deponent farther sayeth, that the day following, Viz. November 23d 1776, being then near Cape Dona Maria, on the Island Hispaniola about 7 O'Clock in the Morning, the Man, who was put on board the Prize to Assist as abovementioned, and whose Name the Deponent doth not recollect, was boiling some Water for the purpose of making Coffee, and asked the Deponent to go below and bring him the Coffee up, which he accordingly complied with having left Christopher Darby, abovementioned at the Helm, that he the Deponent was about two or three Minutes below fetching the said Coffee, and as he was returning on Deck he observed the said Darby had Quitted the Helm and was running forward in great hast being sent by Agnew to haul the Jib Sheet aft for the purpose no doubt of getting him out of the way to facilitate the Execution of his Mutenous intention, that the Deponent on getting on Deck observed Agnew had got hold of the Helm in one hand and in the other hand held a Hatchet and when the Deponent interrogated him to know what he was about as he appeared in a hostile manner and disposition, the said Agnew replied that he was going to carry the Vessel in there, pointing to the land about Cape Dona Maria, the Deponent Answered he should not, and ordered the people that were with him and of course under his direction and Command as prize Master, to leave off trimming the sails, and join with him in endeavoring to recover the Vessel from the said Agnew, upon which the Deponent took up a Steering sail yard to knock the said Agnew down if he could, but the said Agnew w[ar]ded of[f] the blow and sprang forward with the Hatchet toward the said Deponent with which he beat him, Cut him and Knocked him Down, but the head of the Hatchet falling of[f] he took up the steering sail yard and beat h[im] with that, on which the above mentioned James Wilson Supercargo interfered



and begged of the said Agnew to save the Deponents life, to which the said Agnew A[greed] but immediately ordered Wilson to put the Deponent in the Cabin and there lock him up and Confine him during this fray he the Deponent received not the least assistance from Darby, Bryan or the other Man That Agnew Kept them to trim the sails after the Deponent was Confined, and after the sails were trimmed he Confined Bryan with the Deponent, and ordered Darby to stay on the Forecastle, that he afterwards ordered Bryan on Deck again but K[ept] the Deponent below all Day till he got in shore & anchored the Vessel in a Small Bay near Cape Tiberoon which he understood to be named Ilet, that then the Deponent having occasion to ease himself, begged he might be allowed to go on Deck which was granted him being helped up by Darby, that soon after, the said Agnew got into a Canoe having taken the Vessels papers from the Deponent; as he put off[f] the said Supercargo observing the Condition of the Deponent bleeding with the Wounds he had received in the fray, desired Agnew to send a Surgeon on board to Dress and otherwise Assist the Deponent with his Art, that when the Canoe returned on board the Deponent was put in her and sent on Shore, and being put into a house was bled and dressed by a Surgeon, the Deponent also sayeth that Darby & Bryan were sent on shore to the Same House, where he was on the same Evening, that they remained in the House a day and a Night during which the Surgeon again bled and Dressed the Deponent's Wounds, that Agnew paid the Surgeon for his trouble and also paid for the Lodging's of the Deponent and Darby and Bryan, and that then they were turned out into the street, that a French Surgeon Commiserating the wretched state of the Deponent, ordered him to his own house where he remained 13 or 14 Days, all which time Darby remained in the same place, subsisting himself on a Keg of Biscuit, given him by Agnew and other Means, but Bryan shipped himself on board a French Schooner, and the Deponent has not seen him since, but Darby after the expiration of the 13 or 14 Days abovemention'd travelled with the Deponent to the Port of the O Cayes, Where the Deponent procured himself a Passage to this port in a French Sloop but Darby remaind at O Cayes.

Sworn before me at  
Pt Royal, Jamaica this  
10th Day of February 1777

John Brown

Rob: Wood

[Endorsed] No 7 In Vice Adml Gayton's Letter 30th March 1777

1. PRO, Admiralty 1/240.

**11 Feb.**

PETITION OF THOMAS BOYLSTON TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble Council of the State of Massachusetts Bay in General Court Assembled –

The Petition of Thos Boylston humbly sheweth.

That he has fitted out a Ship & Brig both with Lumber to proceed to Guadalope a French Island in the West Indies in order to bring from thence

the effects of Vessel, & Cargo sold there last Year, the said effects he intends to invest, & bring hence in Molasses or such Articles as is much wanted in this State, & has ship'd on board said Vessels shook Mols Hhds hoops, & Coopers for that purpose. And also Prays that the Ship *Argo*, Capt Cochran may have Liberty to proceed in Ballast to the same place, & for the same purpose.

Your petitioner begs leave to observe to your honors the effects in the West Indies are in very hazardous circumstances, being in a private persons hands, whose situation is very uncertain, & if not apply'd for in Season must be inevitably lost –

He begs leave further to Notice to your Honors that Navigation will probably be more interrupted, & the danger greatly increas'd the ensuing Spring & Summer, and the supply of Molasses, & such other Articles, which the States will very much want may be in a great measure (if not entirely) cut off if the present season to supply the States is not improved. –

Your petitioner presumes his prayer is coincident with the public Utility, and begs your Honors would please to grant it, and he shall as in duty bound ever pray. –

Boston Feby 11th 1777.

Tho Boylston

[Endorsed] In Council Feby 12h 1777 Read & Ordered that the Prayer of the Petition be granted and that the Ship called the *Minerva* Comander the Brig *Joseph* Commander both loaded with Lumber and the Ship *Argo* Capt Cochran in Ballast be and hereby are permitted to proceed to Gaude-lupe for the Purpose mentioned – He the Said Boylston giving Bond to the Naval Officer of the Port from whence they sail, that he will invest his Effects in the W. Indies and that he will import from thence Rum, Molasses, Cotton Wool, Warlike Stores, Duck Cordage or any kind of Goods suitable for Cloathing or either of them, and import the same in said Vessels into this State –

1. Mass. Arch., vol. 166, 236–37.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Tuesday February 11 1777

Memorial of Thomas Cushing setting forth that he hath occasion for some Ship Bread, Linseed Oyl, Painters Colours and sundry other articles in the hands of the Agents for the middle district & the Commissary General of this State for the use of the Continental Ships *Hancock* & *Boston* praying that he may be supplied with said Articles

Whereas the General Assembly by several resolves of the 13, 14 & 18 of September last determined that they would furnish the Agent for the Building the Continental Ships with Guns and offered him every other Assistance in their Power in fitting out & manning said Ships provided leave can be obtained from the Honorable Congress for said Vessels to Cruize on this Coast for the Protection of the Trade thereof & whereas the Congress have accordingly given orders to the Commanders of said Continental Ships to Cruize upon this Coast Therefore

Ordered that the Commissary General of this State and the Agents for the middle District be and hereby are directed to supply Thomas Cushing Esqr the

Agent for the Building the Ships abovementioned with such Articles as he may want out of such Stores & Goods as they have in their Possession for the purpose of fixing out & manning said Ships he the said Agent engaging to reimburse the State for such Articles as he may receive for the purpose aforesaid.

1. Mass. Arch., vol. 20, 252, 253.

WILLIAM WATSON TO JOHN HANCOCK <sup>1</sup>

Sir

Plymouth 11 Feby 1777

In consequence of an order of the Honble Continental Congress to John Bradford Esqr of Boston, Directing him to charter two Vessels from 70 to 90 Tons in order to bring Iron & Flower to Boston for the purpose of building one 74 gun Ship & on[e] 36 gun Frigate – I have by Mr Bradfords desire, chartered the Schooner *Sally* of Eighty Six Tons, Gamaliel Smith Master, on account & Risque of the American States, have shipt on board her 9 Casks Tanner Oyl containing 703½ gallons as Pr Invo & Bill Loading inclosed and have addressed her, by Mr Bradfords direction, to the Honbl The President of the Continental Congress which hope will come safe to hand –

I woud take this oppertunity Sir, to acknowledge the Rect of a Letter from the Marine Committee bearing date of 18 October ulto at Philadelphia, Directing me to settle my accounts as continental Agent, – To Remitt to that Commtee the Ballance due to the Continent, and to make just Destribution of such prizes as came into my hands Your Honble Committee may be assured that no negligence on my part has retarded the settlement of these accounts, – But the slow, tedious movement of the Court of Admiralty, and appeals to Congress in two cases, which are not yet settled, are the Reasons why these accounts have not long since been finished. – I shall with great pleasure, & will endeavour with strict Integrity to settle these accounts very soon, and will forward the papers relating to them to the Marine Committee. – In the mean time I am very Respectfully [&c.]

William Watson <sup>2</sup>

1. Papers CC (Letters addressed to Congress), 78, XXIII, 359–65, NA.

2. Watson had been an agent for Washington's schooners.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir

Providence Feby 11th 1777

I receiv'd yours of the 7th instant together with a list of the Mens Names who came out of the *Eagle* and also the Accounts, but as they were not sign'd by you nor your Clerk Mr Tillinghast has paid but one Mr [Nathan] Tucker whose Account happen'd to be Signed – Should advise you to make New Accounts and receipts as P the Inclosed and Send them all up and write to Mr Tillinghast to pay them, as I shall go onboard the *Warren* to day, and not be up again Soon –

The Action brought against you by the Owners is Nonsuited, but expect they will bring another – One of the Owners told me, if you had not gone out of Town as you did they should have brought on Seven Actions in behalf of the People – I think the people ought to be Settled with Soon and am much

Surprized you did not Settle with them that came down to you on purpose – I think it stands you in hand to see it done Soon – If you can Mann the Sloop<sup>2</sup> she will be ready for you in about ten days, and can Send her where you may go Onboard her Safely as I think the Owners of the *Eagle* will give you what trouble is in their power –

I have had a Number of Complaints from the people who you have settled with and given Certificates for Prize Money, some on Mr [David] Sproat in Philadelphia and some on Mr Tillinghast – now I think you should give them Certificates that they are Intitled to Prize Money for such a time, in such a Vessel, and not direct them to any Man who has no prize Money in his hands – and I am fully of the Mind that it will be best for you or any other Officer in the Navy not to take or trouble themselves with any Prize Money more than their own – and that you deliver an Account of what Men are Intitled to Prize Money in the *Alfred* and *Providence* to all the Agents you have had any Prizes sent in to, and let them pay the Money to the People – I am Sir [&c.]

Esek Hopkins

[Endorsed by Jones] Providence 11th Feby 1777. – Orders reed at Boston from Commr Hopkins.

1. Papers of John Paul Jones, 6550, LC.
2. Continental sloop *Providence*.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD<sup>1</sup>

Sir

Providence Feby 11th 1777 –

I have of late had many Complaints from the People Late of the *Alfred* that Captn Jones late of the *Alfred* before he would pay them Compels them to Sign a power of Agency to him – a practice which if true is by no means Justifiable – Inclosed you have a Copy of a Letter this day Sent to him, and likewise a power to you from four of the Men which I cannot but think in the Station you are in you Should give Some Attention to, and not olney for them, but the whole Ships Crew So far as to keep the Money in your hands untill the People can be benefited by what they are justly intituled to – I am with Respect Sir [&c.]

E H –

1. Hopkins Letter Book, RIHS.

OFFICERS OF THE CONTINENTAL FRIGATE *Warren* TO ROBERT TREAT PAINE, TAUNTON<sup>1</sup>

On board the Ship *Warren*

Much Respected Sr

[Providence] Feby 11th 1777.

We the Subscribers, who belong to the Ship *warren*, voluntarily engaged in the marine Service; we are friends to constitutional liberty; we love America; we are willing to give up every thing that is dear, and, if necessary, Sacrifice life itself in our ravish'd, bleeding, injur'd country's cause; but Sr we are very unwilling that our own lives, and that the continental Ships, which might be of Service to the independent States of America, Should be either ignorantly, or designedly



betray'd into the cruel hands of our unrighteous invaders. We think there is Sufficient reason of complaint against our commanders: we are not influenced by prejudice, our own consciences and the regard which we have for our country oblige us to complain; and we have concluded, not having a more convenient opportunity, to take this method of presenting to your Superior Judgement Several accusations against them which can be easily and Sufficiently attested, Sincerely and humbly asking your advice in our present perplexed unhappy Situation.

#### Accusations against commodore Hop[kin]s

First, he is a man that ridicules religion, and Seemes very apparently to despise every virtue: he does not hesitate to blaspheme and take the name of God in vain: in this respect he Sets his officers and men a most irreligious and impious example, and when on board, is oftener guilty of profane Swearing than any Jack Tar that belongs to the Ship.

Secondly, he allows himself to Speak publicly in the most profane and disrespectful manner concerning the continental congress, the guardians of our rights and privileges, calling them a pack of damn'd fools, ignorant fellows, lawyers clarks &c, a company of men wholly unacquainted with mankind, and perfectly unacquainted with their business, and that if their measures were complied with the country would be undone this he asserted not only among our own folks, but also in the presence of two captains, who were prisoners, on their passage to newport in order to be exchanged.

Thirdly, he is a man, if possessed of any principles at all, possessed of the most dangerous principles conceivable, especially when we consider his Station, for he positively declares that all mankind are exactly alike: that no Man yet ever existed who could not be bought with money; who could not be hired with money to do any action whatsoever: this he also asserted in the presence of the above mentioned prisoners, for what reason we can't determine, unless he meant to inform Sr peter Par[ke]r that he wanted an opportunity in order to Sell himself.

Fourthly, he has treated prisoners in the most inhuman and barbarous manner.

Fifthly when a british frigate, a few days ago, was on ground, either for the want of wisdom, or designedly he conducted in a very blamable manner indeed –

Sixthly, he i[s an] effectual obsticle to the fleets being properly maned, and perhaps, on that very account, in his present Station, does his country more damage than he possibly could do in any other capacity.

Many more very criminal things might be alledged and easily proved but the present opportunity will not Suffer us to be very particular.

#### Accusations against captain John B. Hopkins

First, he is a person that entertains the Same opinion of virtue that his father does, and is almost as often guilty of profane Swearing.

Secondly, he treats the officers on board the Ship in the most unpolite disdainful manner conceivable.

Thirdly, his character is Such, and So universally known that there is no prospect of the Ships being ever maned So long as he is the commander, the officers have taken unwearied pains in order to man the Ship, but people have Such a Spleen against the capn that they will not come on board.

in this State, where our commanders character and conduct are best known, notwithstanding the Ship was built here, and has never been from this place, after all our pains and trouble, we have not been able to procure a Single Man.

fourthly when numbers have been very Sick, even unto death, while living they were not allowed to be carried on Shoar, and although they had nothing in the coldest of the weather to lodge upon but a hammock and one Single blanket, which, in their damp births without the advantages of a fire, were Scarcely enough to keep well men from freezing, our captain had no compassion on them; when perishing with the cold, their dying groans, the repeated and earnest desire of Docters and offercers could not prevail with the unrelenting wretch to afford them another blanket, when there were more than Sixty on board the Ship at the Same time which were in no kind of use.

We consider our commanders as imperious, injudicious men: destitute of humanity and tenderness, of very Small capacities and quite unfit, on every account, [for] the departments they occupy. Their little contracted Sordid Souls are not only entirely destitute of every thing that is noble and virtuous, but are completely filled with every thing that is ignoble and vicious.

Thus far, honor'd Sr, we have presumed to accuse our commanders: we have acted conscienciously: we know not what more to do, nor which way to turn, we are incapabl of helping ourselves. we rely upon your benevolence, and presume Sincerely and humbly to petition Some advice; if you are pleased to grant our request, you will do a very great favor to your Sincere friends and humble Servants the Subscribers

Jn<sup>o</sup> Grannis    Capt mereens  
James Brewer,    gunr  
John Reed    Chaplain  
Samuel Shaw

Jas Sellers	}	Lieutets
Rich <sup>d</sup> Marven		
George Stillman	}	Lieutenants of mars
Barnabas Lothrop		
Roger Haddock	Mas[ter]	
John Truman	Carpent <sup>r</sup>	

1. Robert Treat Paine Papers, MassHS.

2. Paine apparently advised them to send their complaints to the Marine Committee, and to limit remarks to Commodore Hopkins only. See *Officers of the Warren to Continental Marine Committee*, February 19.

#### COMMODORE ESEK HOPKINS' RECEIPT FOR PRIZE MONEY <sup>1</sup>

Providence Feby 11 1777

Recd of Nathl Shaw Junr Continentl Agent his order on Daniel Tillinghast Esqr for Two hundred pounds L Money which I Promise when paid to Accott with Sd N Shaw

Esek Hopkins

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 4, NLCHS.

DANIEL TILLINGHAST'S ACCOUNT AGAINST THE PRIZE SLOOP *Charlotte* <sup>1</sup>

The Sloop *Charlotta* Prize taken by the *Schuyler* & *Montgomery* in Acct Currt  
with Danl Tillinghast

To Charges & Expences &c	£	16..9..—
To Obad Bunker p Order the Judge } for sales &c		66..4..2½
To Sherifs Commission 1 pCt	5..0..—	
To Judges Fees as p Rect	33..0..6	38..0..6
		<hr/> 120. 13..8½
To the Bala divided between the } <i>Schuyler</i> & <i>Montgomery</i>		381..4..6½
		<hr/> 501. 18..3
Sloop <i>Montgomery</i> 44 Men		
6 Carriage guns 6		
4 Swivels 6		
————— 56		201..8..1½

Accounted with Clark & Nightingale for

Sloop <i>Schuyler</i> 42 Men		
6 Carriage guns 6		
4 Swivels 2		
————— 50	£	179. 16..5
2/3 the Continents part		119. 17..7½
		<hr/> £ 56..0..3
1/3 the Captors pd Jared Mills		
My Commissn on £ 78. 11 } being the Captors part } of the Gross Sales at 5 pCt }		3. 18..6½
		<hr/> 59. 18..9½
		<hr/> 179. 16..5
		<hr/> £ 381..4..6½
1776 } By amount of the Sales of the } Octo } Vessel & Cargo }	501. 18..3	
By the Balance to be proportioned } between the <i>Schuyler</i> & <i>Montgomery</i> }	£ 318..4..6½	[sic £ 381..4..6½]

Providence 11 Feby 1777

Errors Excepted

Dan<sup>l</sup> Tillinghast Agent

"LIST OF PRISONERS RECD FROM RHODAD ISLAND, FEBRY 11TH 1777 ON  
BOARD THE CARTEL *Jamaca Packet*, EXCHANG'D BY J. AYRES" <sup>1</sup>

Names	Quality	Places of abode
William Dogget	Clerk	Boston
Joshua Winslow	Lieut	Barnstable
Jona Nutting	Steward	Boston
James Belt	Leutenant	Maryland
Thos Fell	Leutenant	Philadelphia
Daniel Haley	Taylor	Boston
Enoch Clark	Seaman	Cape Codd
Joshua Sears	ditto	ditto
John Lusua	Prize Master	Providence
Simon Freeman	Master's Mate	Cape Codd
John Haws	Seaman	do
Richd Hamilton	ditto	ditto
Richd Smith	ditto	ditto
J. P. Kellick	ditto	Georgia
Cornel Creek	ditto	ditto
Jona Sole	ditto	Providence
Elkenah Freman	ditto	Cape Codd
Hezekiah Doane	ditto	do do
Evin Bevin	ditto	Philadelphia
John Winders	ditto	Maryland
John Broders	ditto	ditto
John Wilson	Leutenant	Philadelphia
Job Gorham	Seaman	Cape Codd
William Waistcot	do	Providence
James Lobdil	do	Boston
Willaim Sevars	do	Knowlidge <sup>2</sup>
John Tucker	do	do
Saml Burgis	do	do
Joseph Godfrey	do	do
Peter Baker	do	do
Richd Kent	do	do
Josiah Hardey	do	do
Richd Collins	do	Salem
Richd Smith	Seaman	Cape Codd
Jona Cole	ditto	ditto
Thos Lincoln	ditto	ditto
Jabey Jolley	ditto	ditto
William Warner	ditto	ditto
Thos Coffin	ditto	ditto
Nathl Payne	ditto	Cape Ann
John Wilbroh	ditto	Situate



Names	Quality	Places of abode
	[Seaman]	[Situate]
William Walker	ditto	do
Levi Rounds	ditto	Plainfie[ld]
Joseph Hauley	ditto	Vinyard
Saml Chace	ditto	Cape Codd
Gideon Nickerson	ditto	ditto
Mrs Lydia Servat, 2 Children & Servant		
Account of the Exchange of Prison[ers] at Rhoad Island the 11 Feby 1777 –		
By Accot of Capt Ayres		123
To Ballance due to British on last Accot	}	23
To Deliverd to Capt Ayres		46
Balla due to Americans		54
		123
Newport 11 Feby 1777		M Reed Secty

1. Council of War Papers, Exchange of Prisoners and Miscellaneous Papers 1775–1781, R. I. Arch
2. Probably Norwich.

#### DECLARATION OF CAPTAIN THOMAS LAWTON, SLOOP *Diamond*<sup>1</sup>

List of Articles belonging to the Sloop *Diamond* whereof Thomas Lawton was Owner and Master taken out of the said Sloop by some British Prisoners who ran away with the said Sloop from Block Island to Long-Island in December 1776.

1 White Flag, 1 frying Pan and 1 Tea Kettle

List of Articles belonging to the said Sloop which were taken from and out of her while she lay in the Harbor of Newport in Possession of the British Ships of War in December 1776 and January 1777.

1 Long Boat & 5 Oars, 1 Iron Shovel, 1 Tea-Kettle, 1 English Jack, 14 lb of Coffee, 1 Iron Pot, 1 Sounding Lead and Line, 360 lb of Iron, 2 Quintals of Fish, 2 Galons of Oil and 8 lb of white Lead, 2 Buckets and Crockery Ware, 1 Topsail, 3 Shirts, 2 pr Stockings, 1 Jacket, 1 Cloth taken out of the Mainsail, the Bonnet of the Jibb, Rigging destroyed, 11 Fathom of Cable.

Thomas Lawton abovenamed maketh Oath that the several Articles above-mentioned (for which he hath received Forty Pounds 3/6 lawful Money of the State of Rhode Island) were taken from the said Sloop in Manner above as set forth

Thomas Lawton

State of Rhode Island &c.

At Providence in the State aforesaid on the 11th of February 1777 personally

came Capt. Thomas Lawton & made Oath to the Truth of the above Declaration by him subscribed,

Before W<sup>m</sup> Greene Chief Just Supr Ct

1. Maritime Papers, Revolutionary War, 1776-81, R. I. Arch.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO VICE ADMIRAL  
RICHARD LORD HOWE <sup>1</sup>

My Lord

[Philadelphia] February 11th 1777

Lieutenant Wm Jones late Master and Commander of his Britannick Majestys Ship *Race Horse* will deliver this letter as we have permitted him on Parole to wait on your Lordship for the purpose of negotiating an Exchange between himself & Capt Wm Hallock late of the Brigantine *Lexington* belonging to the United States of America; who was taken Prisoner by the *Pearle* Frigate and admitted to return here under Parole by Captain Hammond of the *Roebuck*, we have also allowed Captain Jones Surgeon and Boy to attend him and if your Lordship approves of this Exchange, Capt Hallocks Parole or a dismissal from it with any two of the *Lexingtons* officers or people that were taken with him may be sent to General Washington or to this office when Captain Jones Parole shall be returned, and as Captain Hammond detained one of the *Lexingtons* officers on board the *Roebuck*,<sup>2</sup> we hope he may be informed as soon as possible of this transaction. If this exchange is refused we expect Capt Jones, his Surgeon and Boy to be returned immediately

It will ever give us pleasure to promote an intercourse of good offices to the Unfortunate during the Continuance of this unhappy War and with sentiments of respect We have the Honor to be yr Ld Ships [&c.]

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776-77), 133, 86-87, NA.
2. Probably Lieutenant Luke Mathewman.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Philad'a, February 11th, 1777.

An order was drawn on Mr. Nesbitt, in favour John Hart, £318 0 0, for 106 Sailor's Jackets.

1. *Pennsylvania Colonial Records*, XI, 120.

LIBEL FILED IN PENNSYLVANIA ADMIRALTY COURT AGAINST SLAVES TAKEN  
BY CAPTAIN NICHOLAS BIDDLE <sup>1</sup>

Port of Philadelphia, }  
Pennsylvania, ss. } To all whom it may concern.

Notice is hereby given, that a Court of Admiralty will be held at the State-house, in the city of Philadelphia, on Thursday the 27th day of February instant, at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bill of Nicholas Biddle, Esq; (who as well, &c.) against the following Negro slaves, to wit, Luke, Baile, Jack, Phil and Ben, taken on board

the brig *Betsey*, John Rynoe, master; Jacob, taken on board the brig *Elizabeth*, William Ryson Johnston, master; Henry and Jacob, taken on board the ship *Molly*, Bridge[r] Goodrich, master; Sol, Moses, Charles and Jacob, taken on board the brig *Maria*, John Marshall, master; and Romeo, Joe and Frank, taken on board the brig *Peggy*, commanded by Capt. Cook: To the end and intent that the owners or masters of the said Negroes, or any or either of them, or any person or persons concerned therein, may appear and shew cause, if any they have, why they should not be condemned as prize according to the prayer of the said bill. By order of the Judge, Andrew Robeson, Register.  
Feb. 11, 1777.

1. *Pennsylvania Packet*, February 11, 1777.

*Maryland Journal*, TUESDAY, FEBRUARY 11, 1777

Baltimore, February 11.

Notice is hereby given to the Crew of the *Harlequin*, who took the Ship *Lydia*, that their Prize Money will be paid by George Woolsey, and Daniel Bowley, at the Store of George Woolsey, every Day this Week, from Ten to One o'Clock – and, after this Week, every Saturday.

By Virtue of a Decree of the Honourable Court of Admiralty for the State of Maryland, on Tuesday the 18th Instant, at 10 o'Clock in the Forenoon, at the House of James Anderson, Fell's Point, will be Sold, by Public Vendue, for Ready Money,

The Brigantine *Mary-Ann*, with her Tackle, Apparel and Furniture, as she came from Sea; a fine Vessel, Burthen 200 Tons, well found and fitted. An Inventory will be produced at the Place of Sale. — Same Day will be Sold a Quantity of Mahogany and Logwood, the Cargo on board said Brigantine

David Stewart, Marshal.

STEPHEN STEWARD, WEST RIVER, TO THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

Gentell Men/ tuesday Morning the 11 of february 1777

I Send you two fine Boats to Carey the Soulgers over the Bay In order to Man them I am oblige to Put In two Sailer Negros If thare is the lest Danger of Losing them I Shall be oblige to you to Send them back again as I Would not take less then two Hundred Pound for Each of them they are as fine fellows as Ever Crost the Sea If you Should not Want the Boats Plesto order them back tell I Can Git Proper Guns for to fix In them Mr Sam Dorsey has Promest to Let Me have 20 Swivels the begineng of Next Week I wish you Woud Indulge Me as far as to Right to him & Not to let anybodey have any tell I git as Maney as well fix out the Galley and the largest armd boat<sup>2</sup> I am Gentell Men [&c.]

Stephen Steward

1. Red Book, XXIII, Md. Arch.

2. The Council complied with Steward's request in a letter to Samuel Dorsey on February 12, Council of Safety Letter Book, No. 2, Md. Arch.

JOHN PALMER'S JOURNAL OF A CRUISE IN THE CONNECTICUT PRIVATEER SLOOP  
*Revenge*<sup>1</sup>

Munday the 10 Day of february [1777] this morning Clear and all most Calm We Went to Work to take Cloath out of our main Sail – and at 9 a m We maide a Sail to the Easterd of us and all hands Was Called to man the Oars and at 1 P m We Got our main Sail Dun and theire Sprung up a bresse of Wind and We Sot our main Sail and fore Sail and Jibb and fliing Jibb and Topsail and Top gallant Sail and at 2 P m We handid our Top Gallant Sail and Shee Was a Standing for us and Shee firde two Guns to thee Luard for a friend But We Returnd No Answer and at 3 P m We Came up With hur We Being to the Luard of hur We fird a Shot at hur & Shee Returnd another and then We Dischargd a Broad Side and Shee Gave us two for it – Shee fird about 30 Guns at us – and We about 20 Before We Past one another – and Shee fird one Shot through foresail and one thr[ough] our Jibb and three through our Top Sail and Several Shot huld us but how many We hit hur With I Cant Say – We Was A Standing to the Easterd and She Was a Standing to the Westerd – Shee Was A Ship Mounted 14 Guns as Near as We Could tell – We hove about and Stood Back for hur But theare Came up a Squall of Wind and Reign Which Partid us for this knight Very Wind and Reignny and A Large See a Going So Ends these 24 howers

Tuesday the 11 Day of february this morning Squally With Reignny and at 8 am We See the Same Ship a Gaine a Way to the Winard our Course SSW So Ends these 24 howers

1. John Palmer's Journal, MHA.

JOURNAL OF H.M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE<sup>1</sup>

Feby 1777

Desseada S38° Wt Distce 148 Leags

Tuesday 11th

Light Airs & Cloudy. At 6 AM Saw 2 Sail bearing South made Sail & Chaced. At ½ past discovered the Sails to be in Chace of us. At ½ past 8 discovered one a Ship, the other a Brig. about 10 the Brig within hail, hoisted Kings Colours, on being hailed answerd the *Antigua's* Prize, but observing her to be a rebel Vessel of 10 Guns & a number of Swivels, fir'd a Broadside into her on which she Struck, & Backd her after Sails, Wore Ship in order to lay by & send a Boat on board, But the Ship not Answering her helm run much to leeward, and the Brig took that opportunity of Hoisting her Colours & stood by the Wind from us, the Ship then astern firing chace Guns at us. we continued firing on the Brig, the Brig was very soon at random Shot & Wore round in order to Engage the Ship which had rebel Colours up, and a 11 Guns of a side besides a spare port. When under the Lee of the Ship began to fire at her which she returned, Tacked & Stood with her, continuing our firing. The Ship made the Signal for the Brig to join, which was obey'd, we then supposed they meant to come to close Action, but they declined that, by making all Sail they could to get off. Continued the Chace until ½ past Eleven,



when they where at such a distance a head and leaving us fast,  
left off Chace, & stood under easy Sail on the other Tack, to  
see if they would chace us.

Modt & fair Wr Made & Shorten'd Sail Occasionally

1. PRO, Admiralty 51/336. Identity of the engaged ship and brig has not been determined.

GOVERNOR THOMAS SHIRLEY TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

(Copy)

Sir

Dominica 11th Feby 1777.

I had the honor to receive Your Dispatch by Captain Colpoyse and can assure you Sir that I entertain the same sentiments with regard to the illegality of the Mode lately adopted of fitting out Armed Vessels without Commissions or any lawfull authority from the Crown, for the Purpose of Cruizing and making Captures of American Vessels and that it is highly derogatory to the Kings Authority; my Sentiments upon that head are I hope by this Time partly known to You, as I suppose my Dispatches containing a Correspondence between the Generals of Martinico Guadeloupe and myself have before this reached your hands.

I now take the liberty to inclose the General of Martinico's Answer to my last Letter to him upon that Subject: the Inclosed Papers Marked No 2 will inform You Sir what my Sentiments are in a fuller manner, and You may depend upon it, Sir, I will use the utmost my Endeavours and Authority that no Body from this Island shall Act Contrary to them. at the same Time Sir, I cannot but lament the Hardships the People of this Island labour under, their Property taken from them, themselves carried into Captivity, threat'ned from the French Islands within sight of Us that the Rebels are arming and fitting out Privateers in those Ports for the Purpose of Depredating even upon our Coasts and plundering us on Shore; Our local Situation so near the French (who surely notwithstanding all their excuses and pretences, behave in a most Scandalous Manner) make us feel the effects of these Troublesome Times very Severely: and certainly must raise a Wish in the Breast of every one to have it in their Power to resent and revenge themselves for such Injustice and Violence; But Sir I am sure that I can answer for the Loyalty of the Inhabitants of this Island, and that now the matter is Explained to them, they will patiently abide a proper Authority for doing themselves Justice, And I am sure I need not urge to You Sir that they ought to be Defended and protected from these intolerable Violences by every Lawful Assistance which We can possibly Afford them. I have the Honour to be with great Esteem and Respect. Sir [&c.]

Tho<sup>s</sup> Shirley

P:S As we have so few safe Opportunities of Sending Our Letters from hence, I beg leave Sir, of troubling Capt'n Colpoyse with some Dispatches to the Treasury Board and Secretary of State, and shall be infinitely Obligated to You Sir, to let them be forwarded with Your Dispatches. -

[Endorsed] (No 9) Governor Shirley's Letter in Answer to Adml Young.

[Admiralty endorsement] (one Inclosure) In Adml Young's Letter Dated 8 March 1777

1. PRO, Admiralty 1/309.

12 Feb.

JOURNAL OF H.M.S. *Triton*, CAPTAIN SKEFFINGTON LUTWIDGE <sup>1</sup>

February 1777

On Shore in the Cul de Sac [Quebec]

Wednesday 12th A M People Employed Cleaning the Ship. Recd an Order from Capt. [Richard] Pearson to proceed to St Johns to Command the Fleet fitting for Lake Champlain

1. PRO, Admiralty 51/1013.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Wednesday February 12th 1777

Petition of John Pitts setting forth that his Brother William Pitts now in Nova Scotia has a permit from the Honble Council to bring his effects from thence to this State which chiefly consist of Fish which must be attended with a great Risk, praying for liberty to export the same to the French West Indies & the proceeds thereof to be imported into this State –

Ordered that his Brother William Pitts now at Barington in Nova Scotia be & he hereby is permitted to export from thence what Fish & other effects he may now have by him to the French West Indies the nett proceeds to be imported into this State in Articles of Cloathing, Naval Stores, Hemp, Duck, Salt, Molasses & the like Stores.

1. Mass. Arch., vol. 20, 254, 258–59.

JOHN MANLEY TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir

Providence Feby 12 1777 –

I receiv'd your favour of the 8th Current by John Robinson,<sup>2</sup> and I can See no difficulty in giving him a Certificate for his Prize Money during his Service in the Fleet, as it only appears the Continent is in advance £11..14/ Penny Curry – Therefore it belongs to you to Certify that John Robinson is entitled to Prize Money during the time of his Service in the Fleet mentioning at same time the Continent is so much in advance for him, which Sum the Continental Agent will of Course deduct from him when the Certificate is produced, as no Prize Money will be paid without first producing a Certificate from the Captain he Last Sail'd with – It would still be more proper to mention in his Certificate what Prizes he has been at the taking of.

pr Order of Commr Hopkins  
John Manley <sup>3</sup>

1. Hopkins Letter Book, RIHS.

2. Seaman on board the *Alfred*.

3. Deputy Continental Agent for Rhode Island.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

[Lebanon] Wednesday, 12 February, 1777, met &amp;c.

This Board appoint Cap. Joshua Huntington of Norwich, to superintend and execute the building a thirty-six gun frigate for the United States, as is ordered by Congress.

1. Hoadly, ed., *Connecticut State Records*, I, 172.

*Connecticut Journal*, WEDNESDAY, FEBRUARY 12, 1777

New-Haven, February 12.

A few days ago, two or three of the enemy's tenders, came too near Cable's Mills, at a place called Compo, the West part of Fairfield, where, for several hours, they made a most furious fire at the mills, and scattering houses in the neighborhood, but without doing any damage.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Annapolis] Wednesday 12 Feby 1777

In Council of Safety, Feby 12th 1777—

Ordered That Captain [James] Campbell be requested to examine all Vessels departing from this Port, and that he suffer none to pass who have not obtained a Permit from the Commanding Officer of the Fort at Annapolis and that he prevent all Vessels from going down the Bay below Poplar Island —

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. <sup>1</sup>

February 1777                      Moor'd in York River Virginia.  
 Tuesday 11th                      At 8 AM sent the Barge with a Flag to York Town with Proposals for an Exchange of Prisoners. —  
    Modt and Cloudy Wr    empd Scrubing Ship  
 Wednesday 12                      at ½ pt 11 Major Nelson in the American Service Came on-board with a Flag of Truce.  
    Modt and fair Wear    PM sent onshore 30 Prisoners.

1. PRO, Admiralty 51/694.

VIRGINIA NAVY BOARD TO COLONEL THOMAS REYNOLDS WALKER <sup>1</sup>

Sir

Captain [Richard] Taylor of the Schooner *Hornet* sent his Boat on Shore about ten Miles to the Southward of Cape Henry with his Mate and five hands, the Surf being so high that they cou'd not return with the said Boat therefore were under the necessity of leaving her. She is a London built Boat rowes with four Oars, her upper Streak clinch work, her bottom white and her Stern painted blue with a ring bolt forward and Aft. the Board desire you will dispose of her to the best advantage for this State, and return an account therof as soon as possible

(Signd)                      John Hutchings    1st Comr

[Williamsburg]    12th Feb. 1777 —

1. Navy Board Letter Book, VSL.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL <sup>1</sup>

Feby 1777.                      Cape Charles    NE½N    2 or 3 Leagues  
 Wednesday 12th                      at 7 AM weighed & came to Sail after a strange Sail    at 10  
    came up with the Chace which proved to be a Ship the *Two*

*Friends* <sup>2</sup> from Boston bound to Williamsburgh in Ballast, took the prisoners out & sent a petty officer & 10 Men on board Her. Light Winds & fine Wear  $\frac{1}{2}$  past 2 Anchd with the small Bower in 7 fathom Water, at 6 sent the Longboat onboard the prize for the Mens Bedding

1. PRO, Admiralty 51/311.

2. Thomas Cartwright, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS <sup>1</sup>

Sir

Antigua 12th February 1777.

Please to acquaint my Lords Commissioners of the Admiralty that Captain [William] Fooks in the *Favorite* arrived at English Harbour the 29th January last, and Captain [James] Jones in the *Beaver* the 3d Instant, Captain [Edward] Garner in the *Fly* is not yet come to Antigua, from the Islands to Leeward, where He was sent by Captain Paisley [Thomas Pasley] to protect and take care of such part of the Convoy as were bound to those Islands, it gives me great pleasure to acquaint their Lordships that the Trade from England which came under their Convoy are arrived safe: not more than two or three Vessels missing. By these Ships and the December Packet I have received from their Lordships the several Letters and Orders named on the other side which I beg you to acquaint them shall be exactly Complied with.

I am likewise to desire You will be pleased to acquaint my Lords Commissioners, that a set of Adventurers belonging to these Islands encouraged by an opinion they have obtained from the Attorney General; and some other Lawyers, vizt "That all His Majesty's Subjects have a legal right during the present Rebellion; to make Capture of any Vessels belonging to the Rebels, where ever they can meet with them; and otherwise to distress and annoy them, in any manner they can," and have therefore fitted out a Number of Armed Vessels (Consisting of small Pilot Boats; Schooners and Sloops) and without Commission or any Lawful Authority from the Crown have caused them to proceed to Sea, in order to Cruize and make Captures: They have already taken several Vessels upon the High Seas and sent them into the different Islands to be Condemned as Prize, and it seems expect to receive One Half the Proceeds by Sentence of the Court of Admiralty: and to obtain the other Half from the King's Bounty; this certainly appeared to me the most Extraordinary Step I had ever before heard of; and I cannot but imagine that a Vessel without Commission Cruizing on the High Seas and making Captures there, is Actually Guilty of Piracy: I therefore wrote to Mr Thomas Warner the Kings Attorney General, and desired He might prosecute the perpetrators and Abettors as Pirates; this He has peremptorily refused doing, and strongly asserts the propriety and Lawfulness of their proceedings; I also wrote to the Commander in Chief of these Islands (for the time being) to put a Stop to this mode of sending Armed Vessels without Commission to Cruize and make Captures on the High Seas, 'till the King's pleasure could be known; but had no better Success than in the former application. I have since received a formal Complaint from the Governor of Martinique, that one of these Vessels without Commission; had taken a Vessel bound to, and belonging to Martinique;



and carried her into Dominique; on receiving this Complaint, I immediately wrote to the Respective Governors of the English Islands to acquaint them thereof and requested they would use their utmost Endeavours to put an immediate Stop to the foregoing Practices; and have also given Orders to the Kings Ships under my Command to make Capture of any of the above described Armed Vessels, not having Commission which they can meet with Cruizing on the High Seas, for the purpose of taking Prizes; and have likewise directed Captain [John] Chapman in the *Shark* to Lie in St Johns Road, and prevent any more of them Sailing from thence: I must likewise observe to their Lordships that these Vessels obtain Collusive papers from the Custom House's at the different Islands; and are cleared out in Ballast for places they never intend to go near; and that officers belonging to the Customs are concern'd in some of them as Owners; but these and some other matters of Consequence, I shall more fully explain to their Lordships in a few Days by a more safe opportunity.

I am likewise to acquaint their Lordships that the several Hired Transports named in the inclosed List; <sup>2</sup> having provisions and Stores on board for the use of the King's Army and Navy employed in America, instead of making the best of their way to New York &c as they were ordered; have deviated therefrom, and put into this Island; and the greater part of them without any apparent Necessity: As the King's Service might be very much retarded and hurt by such delays I have thought it necessary to appoint an Officer to take Charge and Command of as many of the Transports as are fit to proceed on their Voyage, and conduct them to New York: and have accordingly put Lieutenant Hugh Cloberry Christian (from the *Shark*) on Board the *Albion* Transport, and directed him to Execute that Service. I have likewise ordered the *Albion* and *Hungerford* Transports to take on board the remaining Troops belonging to the 8th and 47th Regiments: and carry them to New York, to be disposed of as the General or Commanding Officer of the King's Forces at that place may direct, The other Transports I intend sending under Convoy of the King's Ships belonging to Lord Howe's Squadron (two of which the *Roebuck* and *Pearl* are now here preparing for Caren) when they return back. I am Sir [&c.]

Jam<sup>s</sup> Young.

P. S. I have appointed Mr James Gambier, Lieutenant of the *Shark* in the Room of Lieutt Christian appointed by me to Conduct the Transport Vessels to New York. —

#### Orders received

1.	Order Dated — 17th October	} 1776 Pr the <i>Beaver</i>
1	do 19	

#### Letters received.

1.	Letter Dated 28th October	} 1776 Pr the <i>Beaver</i>
2	do 14th Novemr	
1	do 28th	
1	do 4th Decemr	1776 Pr the Packet

[Endorsed] Recd 6 May Dupl Rd 26 Apl

1. PRO, Admiralty 1/309.
2. See next entry.

"A LIST OF HIRED TRANSPORT VESSELS HAVING ONBOARD PROVISIONS AND  
NORTH AMERICA, WHICH BORE UP FOR THE WEST

Ships Name.	Masters Name	Owners Name.	Sort of Vessel.	No of			Where belonging
				[Tons]	[Men]	[Guns]	
<i>King George</i>	Danl Wetherden	Jno Wilkinson	Ship	273		6	London.
<i>Newmarket</i>	R[ober]t Rowden.	Willm Bignell	Snow	230	12		Bristol
<i>Amity.</i>	Jno Hall.	Jno Wilkinson.	Brig	135	9	10	London. Swivels
<i>Ann.</i>	Geo. Woodhouse	Jas Mather.	Ship	232	15	14	
<i>Benjamin</i>	Jno Macartney	Jas Montgomery	Ship	290	16	16	"
<i>Piercy</i>	Simon Rogerson	Willm Piercy	Ship	220	14	12	"
<i>Diamond</i>	Rt Laing.	Jno Wilkinson	Ship	252	17	16	"
<i>Hunter</i>	Willm Grey.	Jno Jenkins	Brig	146	10	8	"Swivels"
<i>Albion</i>	Jno Inglis	Rd Willis.	Ship	328	23	18	
<i>Hungerford</i>	John Teap	Jno Powell.	Ship	289	20	22	Bristol
<i>Prince William</i>	Hy Milford.	Rt Clark.	Ship	458	24	18	Newcastle
<i>Rachel</i>	Thos Rounding	Jno Yeaman	Ship	400	28	14	Whitby

STORES &CA FOR THE USE OF THE KINGS ARMY AND NAVY EMPLOYED IN INDIES, AND PUT INTO ST JOHN'S HARBOUR ANTIGUA"<sup>1</sup>

From whence	When Sailed	Where bound.	Lading	Remarks &ca
		Quebec.	With part of the 8th & 47 Regt	At Montserrat; Unfit to proceed the Voyage and Ordered to return to England.
Deptford	17th Septemr 1776.	New York.	Provisions for his Majs Navy.	Heaving down being leaky, & obliged to Ca[ulk] his Bottom all over his Cargo on shore and talks of being ready in 10 days.
London.	2d October 1776.	"	Oats for the Kings Horse.	Not ready for want of Hands to Navigate her.
Cork.	4th Novemr 1776.	"	Provisions for the Kings Army.	Found on Survey incapable to proceed to Sea again
"	23d Novemr 1776.	"	"	Not ready for want of Water & being 10 short Men 7 of whom are onboard the <i>Tryall</i> Privateer now out on a Cruize, no Sails bent but in other respects ready.
"	26th October 1776.	"	Coals & some Bread for the Kings Army.	Taken by the Rebel Privateer <i>Boston</i> Of 22 Guns & 200 Men (in her way to Antigua) Latd. 17°.03', Longde 60°.00'.
"	23d October 1776	"	Provisions for the Kings Army.	Caulking his Sides which do not appear to want it; has no Water onboard & Complains of having no Hands to fetch any.
London.	17th Septemr 1776	"	Oats for the Kings Horses.	
Cork.	20th Decemr 1776.	"	Provisions for the Kings Army.	
"	"	"	"	Sailed under the Orders & direction of Lieut Hugh Cloberry Christian for New York.
"	"	"	"	
"	"	"	"	

"A LIST OF HIRED TRANSPORT VESSELS HAVING ONBOARD PROVISIONS AND  
NORTH AMERICA, WHICH BORE UP FOR THE WEST INDIES,

Ships Name.	Masters Name	Owners Name.	Sort of Vessel.	No of			Where belonging
				[Tons]	[Men]	[Guns]	
<i>Caton.</i>	Willm Cragg.	Willm Cragg.	Brig	170	11		Workington
<i>Success.</i>	Rd Feard.	Culbert Marshall	Ship	240	15	16	Shields
<i>Polly.</i>	Thos Seale.	Thos Seale.	Snow	154	11	10	Bristol
<i>Hope.</i>	Jas Hamilton	Henderson & Co	Ship	300	15	14	Belfast.
<i>Renfrew</i>	Jas. Somerville	Josh Tucker	Brig	216	14	8 Swivels	Greenock

Philip Stephens Esqr.

1. PRO, Admiralty 1/309. Endorsed "List of Transports In V. A. Young's of the 12 Feby."

COUNT D'ARGOUT TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Sir:

Fort Royal Martinique 12 February 1777

I received the letter of the 9th of this month which your Excellency wrote and honored me with. The disapproval which you avow of the acts by pirates without official sanction is a testimony of my opinion that you are just and I was already persuaded that such abuses, true acts of brigands in the eyes of civilized nations would be stopped with the issuance of orders as soon as they would have been made known. I would like to express my satisfaction in receiving the assurance regarding this essential point which the letter tenders.

Your Excellency deceived by rumors or insidious remarks believes that I am granting to the Anglo-Americans a protection prejudicial to the British; however I may assure you that being neutral in the national quarrel which divides you, France receives both in ports which, because of incontestible rights, are open to all the nations which deem them useful to their trade. Therefore the Anglo-Americans have traded with these islands with simple commercial intentions and not for protection; also I have not tolerated that any vessel be commissioned to wage war upon his Majesty and far from that; if Mr. Shirley, Governor of Dominica needed thirty thousand [barrels] of powder, he would be openly supplied by our traders. On the other hand when Anglo-American ships seek asylum in our ports I have always been careful to prevent any insults to the British. I have proof of this written by one of your officers whose ship was stopped by an Anglo-American vessel and who was released upon receiving my orders to do so since I do not tolerate any hostile acts in our waters.



STORES &CA FOR THE USE OF THE KINGS ARMY AND NAVY EMPLOYED IN  
AND PUT INTO ST JOHN'S HARBOUR ANTIGUA" [continued]

From whence	When Sailed	Where bound.	Lading	Remarks &ca
Cork	20th Decemr 1776.	New York.	Oats for the Kings Horse.	} Sailed under the Orders and direction of Lieut Hugh Cloberry Christian for New York.
"	"	Quebec.	Provisions for the Kings Army.	
"	"	New York.	"	
"	24th Decemr 1776.	"	Coals & some Bread for the Kings Army.	A Shot in her Mainmast, no attempt made to fish the Mast, tho not much damaged, & in all other respects fit for Sea.
London	20th Septemr. 1776	"	Oats for the Kings Horse.	Taken by the Rebels Privateer <i>Langdon</i> of 6 Guns & 25 Men, in Latde 31. . 05' Longde 60° . 00. -

Jam<sup>s</sup> Young.

Mr. Bougon, a distinguished citizen of this island and of whom I think very highly will be honored to communicate my gratitude in presenting you this letter. I trust that upon reading this letter which proves my motives of action toward the British, the request or better the claim which he brings and which I recommended that he bring to your attention will not encounter any difficulties.

The *Trois Avanturés* under the command of Mr. Lare and owned by Messieurs Desmajés, Salleron and Bougon has been intercepted, a quarter of a league at the most, offshore this island by the English schooner *Tryall* under command of one named Jardin who without a war commission seized it and led it to Antigua, assuming that it belonged to some American. According to your principles the lack of authority renders this seizure unqualified and the distance from our coasts where it was done is according to my actions in a similar circumstance a proof of a hostile act requiring on your part restitution. I hope that your Excellency will take this opportunity to act as I have done in the past and as I always will.

At this moment Mr. Seinaud de Vic tells me that off Canouan the schooner *L'aimable Louise* which was under his command on a diplomatic mission was molested by the British brig *Pelican* under Captain Aldersoif [John Plummer Ardesoif] which fired a round at him, and that upon dropping sail and hoisting his diplomatic flag, he received several shots followed by volleys from muskets; then he was searched and found clear but that the men from the *Pelican* having badly lashed his boat caused its loss, and that the masts, sails, and rigging were severely damaged by the criminal shooting.

An envoy is sent under public faith, thus Aldersoif's action is an odious infringement on the rights of men, moreover the criminal acts are uncalled for

since being unarmed this vessel could not offer the least resistance. Such high-handed behaviour certainly does not have your Excellency's sanction, and I am bringing you the complaint of this Frenchman injured under all the laws of nations.

At all times will I give your Excellency proof of my provisions to maintain between our two nations the peace established by treaties.

I have the honor of being with the greatest respect [&c.]

D'Argout

1. PRO, Admiralty 1/309. In French and enclosed in Vice Admiral Young's letter of March 9, 1777.

GOVERNOR VALENTINE MORRIS TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

(Copy)

Sir

St Vincents Feby the 12th 1777.

This serves to acknowledge the receipt of both of your favours of the 3d Instant and in the name of this Colony and for myself, beg leave to return you thanks for sending the *Favourite*, and the *Pelican* to cruise in these Seas, for the protection of the Trade of these Islands which really stood extreemly in need of it, the American Privateers having been daily all around us, entring even within our Bays, and once if not twice have Landed some of their Crews among the Charibs to gain intelligence of where they might most Commodiously Land, however we have hitherto kept so good a look out that none have ventured to make a descent.

I was Sir on the point when the *Favorite* arrived of sending off to You an express to request a Convoy for the *Nottingham* Storeship which came with the late Merchant Fleet, and under the same Convoy to this Island. Her Loading is of the most Valuable kind of every sort of ammunition for the Islands of St Vincent's, Tobago, Grenada, and Antigua and the Orders of the Captain, which he has produced to me, were very strict, by no means to proceed to any of the Islands without a Convoy; under these Circumstances I have requested of Captain Fooks to take her under his protection from hence to Tobago, Grenada, and Antigua unless any different orders of yours shall meet him at Grenada: but in this case Sir I must request you will give the proper directions to have her convey'd down to You at Antigua, since Government has thought her of such Consequence as to be very positive in their Orders that she shall not move without Convoy.

The exigencies of this Island, together with a mistake of all the Arms of the 60th Regiment which come last from England being set to Antigua the head Quarters of the Regt whereas the far greater part were intended for this Island, together with a great mistake in the Quantity of these, and other matters indispensably wanted for this Island has lain me under the necessity of detaining for the use of this Island the articles hereunder mentioned which were in the Antigua Invoice, and I shall give the Captain before he sails a proper memm of the same.

I take Sir this opportunity of acquainting You that the Constant track of the American Schooners is from the Windward of Antigua, all to the Windward

of the French, and these Islands, up to the Windward of Barbadoes and there are now several in that path. the day before Yesterday one of our little Vessels was taken there, the Capt: has been permitted to be put on shore here, and he says the Captain that took him behaved to him with infinite humanity: said he had lost his all in America, and had no other method or chance of indemnifying himself but by some lucky hit in the channel he then was; acknowledged he feared he should be taken sooner or later, but hoped if he was he should meet a treatment proportioned to what he had shewn to all those that had fallen into his hands, and begged his prisoner would candidly report when he came on shore, what that treatment was

In regard Sir to the contents of your other Letter of the same date of the 3d of February, I am to first Sir thank you for your information, and to assure You that equally disapproving with you Sir the late prevailing mode of any or every body going on a Cruize without proper specifick Authority I have endeavoured and with success hitherto, to suppress that practice in the Island under my Command, and shall most undoubtedly continue to do the same, at the same time I take the Liberty of acquainting you that I see the Grounds on which the people you mention have proceeded, and on which the Attorney General of Antigua, and that of other eminent Lawyers have been founded.

The Americans being declared Rebels, and to be treated as such: all the Laws of the Kingdom, as well as his Majesty's several Proclamations not only authorize, but command all faithful Subjects to fall on them and annoy in every manner within their power and abilities: and this Sir I presume must prevent every English Subject whatsoever, and whatever be his Command not to treat them as Pirates but as Foreigners, the French more particularly, never enter into, as not Knowing these nice Distinctions of our Laws they will ever treat as Pirates all such as shall be found Cruizing without a proper Commission from his Majesty or those duly authorised by him to grant such, nor do I well see what possibility of Redress persons taken under the predicament of being without a Commission can hope for or expect the French acknowledging, and treating (at least at present) the Americans as independant States will not regulate or alter their conduct and orders to suit our Ideas of Rebels and Rebellion therefore will undoubtedly hang up all as Pirates they may catch in Arms without proper commissions, nor would our Court I presume enter into a War in support of a few Individuals whose own obstinacy, and desire of treading unaccustomed Paths had put them into the Situation they undoubtedly will be in: this Sir however I am afraid is the only risk these adventurers have to run until some new regulations on this hitherto unforeseen Circumstance shall be made at home I however again Sir repeat my assurances of my doing every thing in my power to stop a Practice so pregnant with evil and so likely to draw the two Nations into a War for objects of such little import. What I have said is meant only as to a War against Rebels, against Foreign Enemys I hold a Commission in all instances nec'ssary ashamed to send You Sir this interlined Letter, I can only beg your excuse for so doing as the arrival of the Fleet and Packet together and both bringing me very voluminous Packets requiring answers, Joined to much publick Business of the Island puts it out of my power, or

even that of my Secretary to write a fairer Copy without detaining the Packet longer by which this goes I have the Honor to be Sir [&c.]

Valentine Morris

P S I beg leave to acquaint You that there now is at St Pierres and probably at St Lucia several English valuable Seamen, taken by the Americans in their prizes and who nobly refusing to enter into the Service of any of the Cruizers are nearly in a starving condition. I shall immediately send directions to some of my Correspondents at St Pierres to have them furnished with necessaries and some little Money to keep them steady in their present Loyalty, and submit it to You Sir, whether your sending a Flag of truce there might not be a proper Step both to rescue these Worthy Subjects from want and temptation and to furnish You with some usefull and to be relied on Seamen.

5 Chest of Arms from the *Nottingham* Store Ship, being part of his Antigua Invoice.

[Endorsed] (No 8:) Governor Morris's Letter in Answer to Adml Young.  
[Admiralty endorsement] In Adml Young's Letter 8 March 1777 –

1. PRO, Admiralty 1/309.

13 Feb.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Thursday February 13th 1777

Petition of Sturgis Gorham <sup>2</sup> praying for Liberty to send a Vessel with a Cargo of Lumber &c to the Island of St Peters & import the proceeds in the produce of said Island Ordered that the Prayer of the within Petition be so far granted as that the Petitioner have & he hereby has Liberty to send his said Vessel to St Peters in Newfoundland whereof is Master Edward Snow provided said Vessel carry none of the Articles prohibited by a Resolve of the 5th February instant he giving Bond that he will import a Cargo of Duck, Salt and Cordage in his said Vessel into this State.

1. Mass. Arch., vol. 20, 259, 260.

2. Mass. Arch., vol. 166, 243.

#### PETITION OF EDWARD ELMES <sup>1</sup>

In Council Boston Feby 13th 1777

I Edward Elmes being a Passenger on board the Ship *Argo* and was taken by the Privateer Sloop *Warren* John Phillips Commander on the 31st day of July last –

And Whereas the Council have at my request permitted me to depart from this State in the Schooner *Dolphin* Thomas Ogden Master, bound for the Island St Peters, giving my Parole and engaging to do all in my power to procure the Liberation of a Person belonging to this State detained a Prisoner within any of the British dominions –

And that I will not directly or Indirectly give any Intelligence whatever to the Enemies of the United States, or do or say any thing in opposition to or



in prejudice of the measures and proceedings of any Congress for the said States until I am duly Exchanged

Witness Rich<sup>d</sup> Derby Junr

Edw<sup>d</sup> Elmes

1. Mass. Arch., vol. 8, 181. This is a standard parole form.

*Independent Chronicle*, THURSDAY, FEBRUARY 13, 1777

Boston, February 13, 1777.

We have certain Advice from France, — That Dr. Franklin arrived at Bourdeaux <sup>1</sup> the seventh of December last, in good Health — That the Ship which carried him took two valuable Prizes in her Passage, and carried them safe into that Port — That the greatest Preparations for a War were making both in France and Spain that ever were known, which, it was expected, would soon be declared against Englan[d] — And that it was said at Bourdeaux, that the British Court had engaged 20,000 Russians to come to America; but that the French Court is determined to prevent them.

Last Week arrived at Ipswich, from Halifax, a Schooner, laden chiefly with English Goods, who left the 23d of January: The Captain of which informs — That there have been 4 American Privateers carried into that Port lately, taken by the *Milford* and *Liverpool* pirate Frigates: — That the noted Captain Burr, of the *Milford*, died at Halifax lately, and the Command of his Ship was given to the well known, brutal Henry Mowatt, who cruelly plundered and burnt Casco-Bay: — That Lieutenant [John] Knight, a Prisoner of the British Navy, who was taken some Time since, in the *Diligence* [*Diligent*] Schooner, by Captain Jeremiah O'Brien, had, with his Officers, together with a Number of English Captains, who lately went in a Cartel from Marblehead, fitted out a Privateer Brig at that Place, mounting 14 Guns, and carrying 85 Men; she is now cruising on this Coast, and commanded by said Knight; and it was generally believed in Halifax, that she is gone on a secret Expedition against some Part of this State, suppos[e]d in the East[ern]: — Th[at] Dawson has his Brig cleaned and al[t]ered every Cruise; she is now painted black, with an Intention of deceiving our Cruisers; he carries 70 Men, and is cruising in the Bay of Fundy, together with the *Albany* Philadelphia-built Ship of 18 Guns, commanded by a Lieutenant: — That the *Milford* and *Liverpool* Frigates are careening in Dock there, as are several other Frigates and Tenders, supposed to get in Readiness to watch the Motions of our Navy — That our Countrymen, to the Number of about 200, are confined on board the *Bellona* Guard-Ship of 50 Guns, where they are treated in the usual barbarous Manner, by the inhuman Commodore Arbuthnot . . . That [George] Dawson had a considerable Number of his Men killed in the Engagement with Captain [Simeon] Sampson, and greatly shattered, as lately mentioned in this Paper. — That 2 Frigates, lay near Fort-Cumberland: — That they expect an Attack that Way very shortly: — That a Cartel, with a Number of Prisoners, was preparing to come to this Port, — no Doubt, with an Intention to gain what Intelligence they can, in Regard to the Situation of our Force in this State: — That Capt. Sampson, and his Men, are treated severely, and were, when first taken, put in Irons; they are now in close Confinement, on board the Guard-Ships, in Halifax Harbour.

One of Captain Sampson's Lieutenants, and a Number of his Men, made their Escape in the above Vessel.

A Gentleman from Halifax, informs, "That when the Howes Proclamation was proffer'd to the American Prisoners there to sign (notwithstanding they were confined on board a Guard-Ship, and told that General Howe was in Possession of Philadelphia) they, like true Americans, to a Man, nobly disdained to accept it; they declared, they solicited no Person or Persons Pardon, but their Maker's, nor ever would they while they had Existence." A noble Example! worthy the Imitation of every American! O! foolish Blunderland.

Captain Edward Rolland, arrived at Salem, a few Days ago, after a short Cruize, during which he has taken 4 Fish Vessels, with 11,000 Quintals merchantable Fish, and a Brig laden with Wine; three of the former are safe in Port.

To be sold at Auction, at the Store of Joshua Loring, in Congress street, Boston, on Friday the 21st Instant, at 12 o'Clock, – The Sloop *Oliver Cromwell*, about 90 Tons burthen, 2 Years old, New-York built, with Sails standing, and running Rigging, as she now lays at Mr. Wheatley's Wharf. Inventory of Stores may be seen at said Store.

N.B. At the same Time and Place will be sold, a Pair of double-fortified Four Pounders, seven Swivels, a Number of Small Arms, Pistols, Cutlasses, Sails and running Rigging, a Quantity of Powder, a Chest of Medicines, a compleat set of Doctor's Instruments, 5 Barrels Pork, 4 Barrels Bread, and a Number of other Articles.

J. Russell, Auctioneer.

1. Franklin had arrived at Nantes.

#### LIBELS FILED IN THE MASSACHUSETTS ADMIRALTY COURT, MIDDLE DISTRICT <sup>1</sup>

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. In Behalf of Captain John Lee, and his Company, and, the Owners of the armed Schooner called the *Hawke*, against the Brigantine *Perseverance*, of about 50 Tons burthen, John Landers, late Master: – In Behalf of Daniel Harthorne, his Company, and the Owners of the armed Schooner called the *True-American*, against the Brigantine *Unity*, of about 100 Tons burthen, Shubael North, late Master: – In Behalf of Isaac Somes, his Company, and the Owners of the armed Sloop called the *Union*, against the Brigantine *Neptune*, of about 100 Tons burthen, Lawrence Barron, late Master: In Behalf of William Cole, his Company, and the Owners of the armed Schooner called the *True Blue*, against the Brigantine *True Britton*, of about 70 Tons burthen, Thomas Babb, late Master: – In Behalf of Elias Smith, his Company, and the Owners of the armed Brigantine called the *Washington*, against the Brigantine *Friends Adventure*, of about 120 Tons burthen, John Cumming, late Master: – In Behalf of John Fisk, Commander of the armed Brigantine called the *Tyrannicide*,

in the Service of this State, ar is Company, against the Snow *John*, of about 140 Tons burthen, William Barrast, late Master: – All which Vessels, so libelled, are said to have been taken and brought into the Middle District aforesaid. And for the Trial of the Justice of these Captures, the Maritime Court for the said District will be held at Boston, in the County of Suffolk, on Tuesday the 25th Day of February, 1777, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, or any Persons concerned, may appear and shew Cause (if any they have) why the same or any of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, February 13, 1777.

# COMMITTEE OF WRENTHAM TO CAPTAIN JOHN AYRES <sup>1</sup>

Wrentham Feb: 13th [17]77

Capn Ayres Sir there are a number of Prisoners Remaining at this Place whose Names follow Viz

Jno Curling Late Master of the Ship <i>Capel</i>	}	Taken by
Wm Curling son to Sd Capn		
Jno Cummings Seaman	}	Capn Whel[illegible]
Jno Bowes Master of snow <i>Ann</i>		
Jno Noble Passenger	}	by Capn
Trusty Brindle & w <sup>m</sup> Greenwood Mouncey		Wm Knot
Daniel McKay Master of Brig <i>Jno</i>	Taken by Capn Wm Knot –	
Isaac Fox Master of Brig. <i>Active</i>	}	Taken by Capn
Robt Shaw Chief Mate of Do		[John Paul] Jones
Robt Malkinson & Joshua Garner		
James Fox Seaman	}	by Capn
Jno Wilson Master of Brig. <i>General Wolf</i>		Richd Whellen
Thos Belling & Phillip Furlong aprentices		
George Elliot Master of Schooner <i>Sally</i>	Taken by Capn Jas McGee	
Joseph Jackson Master of Brig. <i>Desire</i>	}	by Capn
Joseph Errington & Thos Atkinson seamen		Jas McGee
Robt Moore Chief Mate of Ship <i>Venus</i>	by Capn Benjn Price	
Joseph Barker Passenger in Ship <i>Esther</i>	Taken by Capn Elisha Hanman	
Robt Reid Master of Brig. <i>Countes of Eglinton</i>		
Wm Brown Passenger	}	taken by
Archibald Shannan Do		Capn Wm Dennis
Jno Walker Seaman		
Daniel Madden Surgeon & Passenger in Ship <i>Mary</i>	Taken by Capn Samuel Champlin	

1. Mass. Arch., vol. 8, 204.

MAJOR GENERAL PHILIP SCHUYLER TO COLONEL JEDUTHAM BALDWIN <sup>1</sup>

[Extract]

To Colonel Baldwin Chief Engineer

Sir

Albany Feby 13th 1777.

The honorable Continental Congress by a Resolution of the 28th December last have ordered "That a Fort be constructed on Mount Independence; that the Navigation of the Lake near that place be obstructed by Cassoons to be sunk in the Water at small Distances from one another and joined together by String-pieces, so as at the same time to serve for a Bridge between the Fortifications on the East & West Sides, that to prevent the Enemy from drawing their small Craft over Land beyond three Mile point into Lake George, the passage of that Lake be also obstructed in like Manner by Cassoons from Island to Island in the Narrows if practicable or by floating Batteries, that Fort Stanwix be strengthened and other Fortifications be made at proper places near the Mohawks River and that General Schuyler the commanding officer of the Northern Department execute these Works this Winter and that the commanding officer of Artillery Chief Engineer, Quarter Master General & Comg General provide and perform whatever Things in their respective Departments are necessary or may contribute to the Accomplishment thereof. that there be a general Hospital erected at Mount Independence."

In order therefore to fulfill the Intentions of Congress you are immediately to proceed to Lake George to examine if it is practica[ble] to sink Cassoons in the Narrows in the Manner directed and if you find it so to report the same to me, and immediately to order one or more of your Sub-Engineers to execute the Work – If it is not practicable you will report to me by Letter the Reasons why, together with the Depth of the Water and the Distance from Shore to Shore and from Island to Island – The Report to be accompanied, with a Sketch of the Islands.

You are then to proceed to Tyonderoga and as I concieve the Obstruction of the Lake will be much easier and cheaper executed while the Lake continues frozen than at any other Time you will first execute that work – The Cassoons should be so far above Water as that the Bridge may not be under Water when the Lake is at the highest and to prevent Batteaus from passing underneath when the Lake is at the lowest a Boom ought to be laid on the Water on each Side of the Bridge.

1. Schuyler Papers, Letters & Orders, 18 April, 1776–29 June, 1777, NYPL.

#### JOURNAL OF THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

[Fishkill] February 13th, 1777.

The committee to whom was referred the letter from Captain [William] Rogers, of the sloop of war *Montgomerie*, and the papers relative to vessels captured by him, reported:

That as they are not informed of any suitable person to appoint as agent for that business in Baltimore, it is their opinion that a letter be



wrote to our Delegates in Continental Congress now there, to appoint some suitable person for that purpose, to act for this State, and in assisting Captain Rogers in fitting out the vessel for another cruise.

Which report was read and approved.

The same committee also reported a draft of a letter to the Delegates of the Colony in Continental Congress, and another to Captain Rodgers, which were approved of, as follows, to wit:

Gentlemen – We have received from Captain William Rodgers, of the sloop of war *Montgomery*, belonging to this State, a letter informing us of his arrival in Baltimore, in company with a brig and schooner, prizes taken by him, which are now libelled in the Court of Admiralty of that State,<sup>2</sup> which letters accompanys copies of her register and sundry certificates and papers found on board said brig, all of which appears to us to carry the strongest evidence of said brig and her cargo being the property of the subjects of the King of Great Britain; notwithstanding which, from Captain Rogers' letters it appears he en[ter]tains doubts of the vessel and cargo being condemned. We would therefore beg leave to request you, gentlemen, to give Captain Rogers every assistance in your power in endeavoring to have said brig condemned, and likewise to appoint some suitable person as agent for this State, to assist Captain Rogers in the sale of said prizes, and in fitting said sloop for another cruise as soon as possible.

You will be pleased to order two-thirds of the quantity of each of the articles mentioned in the enclosed list, to be purchased at all events for the use of this State; and in case the remaining  $\frac{1}{3}$  part should sell at a moderate price, we would be glad to have them likewise purchased for our accounts; all of which articles are extremely scarce here, and from information may be transported to De Peau's farm, on the Delaware, within forty miles of New-Windsor, on the North river, the greatest part of the way by water.

We are, &c.

To the Hon. Francis Lewis and Lewis Morris, Esqrs.  
Delegates for the State of New-York,  
Baltimore.

The list of articles referred to in the preceding letter is as follows, to wit:

The barley, raisins, cordage and hawser, crosscut saws, shoes, woollens, linens, Osnaburgs, canvass, lampblack, mustard, spices, twine, nails, salt.

The draft of a letter to Captain Rodgers was as follows, to wit:

Sir – We received your favour of 27th ultimo, enclosing a copy of Captain Wilkenson's receipt for sundry goods shipped on board the schooner *Hannah*, and accompanying sundry papers found on board the brigantine *Minerva*, John Winning master; both of said vessels you informs us you have libelled in the Court of Admiralty, and for which

you have our approbation. We cannot, from those papers enclosed to us, conceive any substantial reason can be offered why the brigantine and cargo should not be condemned; notwithstanding we have wrote to Messrs. Francis Lewis and Lewis Morris, our Representatives, (and such other gentlemen as are there in the representation of us,) now in Continental Congress, to whom we refer you for advice, who will give you all the aid in their power. We have requested those gentlemen to appoint an agent to transact the business for this State, and assist you in forwarding the fitting out of the sloop for another cruise, which we would recommend you would proceed upon as soon as possible. We are, &c.

To Captain Wm. Rodgers, of the sloop *Montgomerie*.

*Ordered*, That the Treasurer of this State advance to Captain Samuel Tudor, the sum of £1000, to defray the expenses of procuring and cutting timber for a 74 gun ship, pursuant to an order of this Committee, and that the Treasurer pay the said money to Mr. Alexander Leach Miller, to be by him conveyed and delivered to the said Captain Samuel Tudor, and take Mr. Miller's receipt on behalf of Mr. Tudor, to be accountable for the same.<sup>3</sup>

1. *New York Provincial Congress*, I, 805-06.

2. See Rogers' letter to the New York Convention, January 17, 1777.

3. See Samuel Tudor to Abraham Ten Broeck, president of the New York Convention, January 14, 1777.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS<sup>1</sup>

Number 22.

*Eagle*, Off New York

Sir,

February the 13th 1777.

General Howe having desired that Convoy might be provided for the Security of three Transports appropriated for the Reception of the Officers and Recruiting Parties of the 6th and 14th Regiments destined for England, I have appointed the *Carysfort* for that Service. Captain Fanshawe, charged with this Dispatch, is directed to forward the same by Express from Plymouth; And getting the Ship made ready for the Dock without Delay, will wait to receive their Lordships' Orders for his further Proceedings, at that Port.

The Changes in the Situation of the Ships of the Fleet since the Date of the last Return sent in the *Harriot* Packet, have been few. The *Flora*, *Orpheus*, *Daphne*, *Lively* and *Solebay*, detained some Days by the Floating Ice, have lately put to Sea for the several purposes in that Return expressed; And the *Juno*, with the *Unicorn* (the Term of Captain Ford's Continuance off of the Nantucket Shoals, where he had been ordered by Sir George Collier from Halifax, being expired) have since sailed for Rhode Island, to be employed under the Direction of Sir Peter Parker.

On the 1st Instant the *Greyhound*, charged to conduct a Detachment of the British Troops embarked in thirteen Transports, pursuant to the General's Requisition, arrived with them from Rhode Island off the Western Entrance of the Sound. But the Wind and Weather did not permit the Transports to enter the East River until the 8th, at which time the Frigate returned back to her former Station.

By the Copies of two Letters from Sir Peter Parker of the 11th and 23d of last Month enclosed herewith, their Lordships will be made acquainted with the most material Circumstances respecting the Commodore's proceedings to those Periods: And also with his Sentiments regarding the Employment which the requisite Attentions on that Station will (at this time) furnish, for the larger Ships retained at Rhode Island, and a stated Number of the Frigates appointed to join him for the purpose of his Instructions of the 22d of last December; Whereof a second Copy is enclosed with the Duplicates of my Letters by the *Harriot* Packet sent herewith.

As the Commodore's Letters contain some Particulars having reference to his future Conduct; I have submitted my Answer thereto, at large, for their Lordships further Information.

The Demand for Marines to supply the Deficiencies in the Ships on this Station, engages all the Drafts I have thought it prudent to make from the Frigates lately sent to clean in England: The Force of some of the Rebel Armed Vessels considered; and the Regard being had, not to leave the Frigates without any trained Men in their Parties on their Return to this Coast. I am therefore yet unable to act conformably to their Lordships' Intentions, in the Mode they had adopted for recruiting the Marine Battalions at Halifax. It is at the same time to be hoped that the Attention of the Rebels may be so much engaged in the Eastern Provinces next Campaign, that they will have little Opportunity to make any material Attempts on that Side.

The *Cherokee* Tender proceeds with the *Carysfort* to England: That Vessel not being of a Construction capable of rendering Service as an Armed Vessel on this Coast; and become long since useless for the purpose of her first Appointment, by the early Resolution of the Surveyor to fix his Residence at Charles Town, where, I understand, he still remains.

The *Lark*, appointed to convoy the *Britannia* Store-ship sent from Halifax and containing Masts and several other Articles much wanted at this Port, arrived with the Storeship the 8th Instant.

By these Supplies added to the Lading of the *Success-Increase*, which came with the *Amazon*, the Stores here will be well provided for some time with many Necessaries, Cordage excepted; the Expence of which is considerable, tho' very particular Care is taken with regard thereto. The *Lark* will proceed to-morrow for Rhode Island, to be employed under the Orders of Sir Peter Parker.

I am with great Consideration, Sir [ &c.]

Howe

P.S. To the Papers sent under this Cover is added a List of the Transports ordered to proceed to Europe under Convoy of the *Carysfort*.  
Philip Stephens Esqr

Secretary of the Admiralty.

[Endorsed] (4 Inclosures) R 19 March

1. PRO, Admiralty 1/487.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 23.

*Eagle* Off New York

Sir

February the 13th 1777.

Enclosed herewith I transmit an Account of Officers promoted by me in consequence of their Lordships permission<sup>for that purpose,</sup><sup>2</sup> to Vacancies occasioned by the Resignation of Captain [Alexander] Scott; Changes for Duty, allowed for the most Part, in compliance with the Requests of the Vice Admiral Lord Shulldham and Commadore Sir Peter Parker, when they moved from the different Ships wherein They were before respectively embarked; Appointments I have made to Vacancies caused by Death, or Dismission by Sentence of a Court Martial; and several temporary Nominations in place of Officers in different Stations, who by the strictest Inquiry respecting the Justness of their Representations of Inability, were deemed incapable by their ill State of Health to perform their Duty in this Country. The said Representations and Reports thereon, under the Hands of the Physician of the Fleet or Surgeons of most Consideration being also herewith enclosed.

It is further incumbent on me to submit my Motives for some extraordinary Appointments, which the peculiar Circumstances of the Case have induced. Amongst these, I am particularly to note two Supernumerary Officers, acting as additional Lieutenants in each of the Ships with the Commander of Divisions ordered on separate Service: The Duties in Boat-Service; For Night-Guards, and on Detachment; Besides the ordinary Duties of the Ships in similar Situations, being so various and incessant, that a suitable Provision could not have been otherwise made for those purposes. These Extra Officers having no Assignment of Pay correspondent to their Stations and Trust specified in their Appointments, Their Lordships Directions will probably extend to that Consideration if they shall be pleased in any Shape to approve of their Continuance in those Capacities.

The other extraordinary Appointments regard a temporary Master Shipwright, Assistant and Boatswain to direct the Works in the Yard it was necessary to establish here for the Repair and Refitting of the Cruising Ships, and for rendering such Assistance in the constructing of Boats as was wanted for the Service of the Army. A further extraordinary Expence in the purchase and fitting of some small Armed Vessels of Force, will soon become requisite for the same occasion.

The Pay their Lordships may be pleased to grant to the Master Shipwright, Assistant and Boatswain of the Yard, is submitted as in t[he] former Instance. They trust for Recommendation therein, to their meritorious Services testified in the Works perfected under their Inspection and Assistance.

Of the small Armed Vessels of Force above-mentioned, only One, a Gally carrying a Thirty two Pounder in the Bow taken in the North River by the *Phoenix*, has yet been received into the Service, by the Name of the *Dependence*. The Command thereof is given to Mr [James] Clark, a Mate of the *Phoenix*, who besides other Instances of Merit, distinguished himself in a very particular Manner last Summer, whilst the small Squadron under Captain Parker (ordered there for the first time) was up the North River. This Officer undertook to bring down Intelligence to me of the State of the Ships, by all the Enemy's Works of which they were then in possession on both Sides of the River, with the Advantage of several Guard-



Boats to obstruct all such Attempts; and executed it with Success, tho' not without being discovered, pursued and attacked. On that Foundation I have Hope of their Lordships Indulgence, that his Appointment may be approved; with the Rank of Lieutenant in the Navy.

An Inspector of the Victualling Craft, and Commissary of Prisoners, were necessary to be appointed for the time being; as well as a Deputy Agent Victualler for the due Care and Distribution of the Provisions sent to Rhode Island for the Use of the Ships under the Orders of the Commodore Sir Peter Parker; and a Captain of the Port: The last, for providing Pilots on sudden Occasions, and the Arrangement of the Transports at the Wharfs and in different Coves along the Coast of the New York and Long Island Shores during the Winter Season in which they would otherwise be liable to considerable Injury from the Floating Ice. An Allowance of four Shillings P Day has been made to the former, and of five to each of the three last.

I am with great Consideration, Sir [&c.]

Howe

1. PRO, Admiralty 1/487.
2. Enclosure has not been located.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Philad'a, February 13th, 1777.

*Resolved*, That Messrs. Andrew Caldwell, Joseph Blewer, Joseph Marsh, Emanuel Eyres, Paul Cox, & Robert Ritchie, be appointed to act as a Navy Board, and be authorized to take under their care all the Vessells of War, Armed Boats, fire-ships, fire-Rafts, &ca., Constructed for the defence of this City by Water, and do furnish them with everything necessary to attack or repel the Enemy. To provide and to have a general superintendance of the Stores necessary for their department; to prepare and keep in a proper state of defence the Fortifications on Fort Island; To examine the river Channel, and to Cause Chevaux-de-Frize to be sunk in such places as they may Judge proper, to obstruct the passage of the Enemies' Ships:

And, That for the above purposes they, or any three of them, have full power to act, and to draw orders on the Treasurer of this Board for such sums as may be necessary, subject always to the direction & control of the Council.

1. *Pennsylvania Colonial Records*, XI, 122-23.

#### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Thursday 13th February 1777. –

Ordered that Mr William Holt deliver to Mr John Thomas one Tierce of Rum for the use of the *Protector* Galley –

Ordered that the keeper of the Public Magazine deliver to Mr John Thomas two hundred flints, two Quire of Cartridge Paper, sixty Pounds of Musquett Ball, twenty pounds of Goose Shot, sixty two pound Shot, two hundred Pounds of Powder and two pounders for the use of the *Protector* Galley. –

Ordered that the keeper of the Public Store deliver unto Mr John Thomas, one speaking Trumpett & 1 half hour Glass for the use of the *Protector* Galley. –

Ordered that a Warrant Issue to Capt Thomas Lilly for Two hundred and forty pounds, upon Account, to Recruit Seamen for the use of the Navy. – Who gave Bond for his faithfully applying the said Money & rendering a Just & True Acct thereof when required –

Orders sent to the Commanding officers of the *Page* and *Lewis* Gallies directing them to pay no regard to their last Orders respecting their Joining Capt Calvert but to Cruize in and near the Mouth of Rappahannock River taking care to Annoy the Enemy Protect and defend the Trading Vessels and to Prevent the Negro's from going on Board the Enemys Vessels. –

1. Navy Board Journal, 176–77, VSL.

#### JOURNAL OF THE VIRGINIA COUNCIL <sup>1</sup>

[Williamsburg] Thursday the 13th day of February 1777.

Mathew Pope esquire attended and qualified as Naval Officer for York River District by taking the Oath of Office.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 340.

#### CAPTAIN JAMES BARRON TO CAPTAIN CHARLES THOMAS <sup>1</sup>

Sir

Hampton Feby 13th 1777

I have directed the Bearer to Call on you for Some Cordage Which I am in great want of for the use of the Boat *Liberty*. I cant doe without it as we are obliged to Cruse Constantly on acc[oun]t of the number of men of war we have here. I am Sir [&c.]

Ja Barron

1	Coil 2 yn Spun yearn	4 lb Bolt Rope twine
2	Coils 2½ Inch Rope	8 lb Sewing do
2	Coils 1½ do do	1 Coil 12 thd Ratline
1	Coil 2½ do Bolt Rope 50 fathom	pray Lett the Rope be good

1. Public Rope Walk Papers, 1777, VSL.

#### JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL <sup>1</sup>

Feby 1777.

Cape Henry SEBS Cape Charles NE½E from Shore  
1 League

Thursday 13th Mode & fine Wear at 2 [P. M.] Weighed & came to Sail after a Vessel in Lynn Haven Bay, at 3 came up with her, which proved to be the *Phoenix* Schooner from St Thomas's loaded with Salt & Guns, sent a Mate & 5 Men to take charge of Her, fired to bring her too 3 twelve pounders, at 8 Wore Ship

1. PRO, Admiralty 51/311.

#### *South-Carolina and American General Gazette*, THURSDAY, FEBRUARY 13, 1777

Charlestown, February 13.

Two more of Capt. Pickerin's Prizes have arrived since our last.<sup>1</sup>

Capt. [Edward] Allen in the Brig. of War *Comet*, has taken a large Ship from the Bay of Honduras, and sent her here; but the contrary Winds that have prevailed for some Days past, have prevented her getting in.

1. Captain Thomas Pickering of the South Carolina state brig *Defence*.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

February 1777                      Bermuda N68.18Et 121 Leagues  
Thursday 13th      Fresh Gales and Cloudy Wear  
At ½ past 10 PM Fired a Shot and brot too the Sloop *Family*  
*Trader* <sup>2</sup> from So Carolina bound to Bermuda do took Charge  
of her

1. PRO, Admiralty 51/380.

2. B. Wainwright master, with a cargo of rice and indigo, Howe's Prize List, May 22, 1777,  
*London Gazette*, July 8 to July 12, 1777.

JOHN PALMER'S JOURNAL OF A CRUISE IN THE CONNECTICUT PRIVATEER SLOOP  
*Revenge* <sup>1</sup>

thursday the 13 Day of february this morning our Course S and at 7 am We  
maid a Sail Which Prooved to Be the Same Ship – <sup>2</sup> this Day We Crosed Tropicck  
Line and We had full in Play A Shaving the hands and Swaering them So Ends  
these 24 howers

1. John Palmer's Journal, MHA.

2. See Palmer's Journal, February 11.

**14 Feb.**

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Friday February 14 1777

Petition of Thomas Sheehy (a prisoner) praying for Liberty to take passage  
in a Brig whereof John Jones is Master for Ireland Read & Ordered that the  
prayer of the foregoing Petition be granted and that the said Thomas Sheehy be  
permitted and he hereby is permitted to take Passage on Board said Brig & that  
said Sheehy be not allowed to carry any Letters or written Intelligence with him  
and the Committee of the Town from whence the said Brig is to sail are hereby  
Ordered to see that the Conditions above mentioned be complied with.

1. Mass. Arch., vol. 20, 262, 263–64.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 14 Feby 1777 [A M]

The Appraisers of the Bark *John* <sup>2</sup> report £1120 – her Value –  
Voted That Capt David Brace take the Charge & Command of the above Bark –  
P M

Order'd That the Agents for the middle District deliver Capt Cleuston for the  
Brig *Freedom* 5000 weight of Bark *Johns Bread* –

Voted That an Application be made to the Council for the Agents to deliver the Bark *John* & her Appurtenances & part of her Cargo to the Board –

1. Mass. Arch., vol. 148, 161–63.
2. Prize of the Massachusetts state brig *Tyrannicide*.

MASSACHUSETTS BOARD OF WAR TO SAMUEL & ROBERT PURVIANCE, BALTIMORE <sup>1</sup>  
War Office,

Gentn

Boston Feby 14th 1777

As we begin to feel the want of Pig Iron for the important Business of casting Cannon: The Board have determin'd to send immediately to your place Three or Four Small Schooners in which they desire you would ship as many Tons of the Pigs purchas'd & left in your hands by Mr Stevenson, as said Schooners will carry and dispatch them direct home; – In the mean time you will continue to ship in any Vessel bound this way as much of said Pig Iron as you can, and as we apprehend a probability of some of our Vessels falling into the hands of the Enemy, we are to request you would purchase one hundred Tons more of Pigs & ship them for this as soon as possible.

Any Advances you may be kind enough to make for us we will replace to you by Bills on Congress, or will pay your Drafts on us here, the latter would be most agreeable –

When you consider the great object for which the Pigs are wanted, we can make no doubt you will exert yourself to ship them on Board every Vessel you can by any means perswade to take them, & this we beg you would give us leave to press upon you.

By order of the Board,

Sam'l Phps Savage Prest

1. Mass. Arch., vol. 151, 37–38, Letters from the Board of War, 1776–1780.

JOHN FOSTER TO THE TOWN SERGEANT OF CHARLESTOWN <sup>1</sup>

State of Rhode Island & Providence Plantations.

Kings County ss.

To the Town sergent or either of the Constables of the Town of Charlestown in said County. Greeting. –

You are hereby Required to warn a Town Meeting of the Freemen of said Town of Charlestown on the Third Day of March AD: 1777. to draw out of the Box One Petit Juror to serve at the Court erected for the Trial of Prize Causes in and throughout said State appointed to be holden at the State House in South Kingstown in said County on the Eleventh Day of March AD: 1777 at the Hour of Ten in the Forenoon, then and there to try the Justice of the Capture of the Schooner *Two Brothers* her Appurtenances and Cargo. Libeled before me: And you are likewise hereby Required to give seasonable Notice in writing to the Juror so drawn to attend and serve as Juror at said Court, at the abovesaid Time and Place of Trial of your Doings hereon, and of the Name of the Juror so drawn and Notified, upon the Penalty of Ten Pounds for Failure



herein. Given under my hand and Seal at Providence in said State, this Fourteenth Day of February AD: 1777

John Foster Judge of said Court.

NB. Seven Freemen are a sufficient Number to draw Jurors.

1. Admiralty Papers, vol. 10, R. I. Arch. Similar orders were sent to six other towns in Kings County: Kingston, 4 jurors; North Kingston and Exeter, 2 each; and Hopkinton, Richmond and Westerly, 1 each.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Onboard the *Warren* near Providence

Gentlemen

Feby 14th 1777 –

I sent you a Copy of an Agreement Inclosed in a letter of the 19th June last, Sign'd by the Officers and People belonging to the Fleet fitted out at Philada – and as the time for which the Agreement was made is out, and the Men discharg'd, there is likely to be great Uneasiness among the Crews, whether they Shall divide the Prize Money according to the Agreement, or to the Ships Companys that took the Prizes – and as there has been a great many men Shipp'd Since, who did not Sign the Agreement there may be Some difficulty in keeping it Strictly – On the whole it makes So much Uneasiness that it is in a great measure the means of the Fleets not being mann'd, or at least a Considerable hindrance – I cannot but think if the Congress or the Marine Board, would give it as their Judgement that the Agreement Should be kept up to, or that there Should be no notice taken of it, but the Money divided to the Vessels Crews that took the Prizes – Your Judgement either way would have great Weight and perhaps prevent much dispute

Inclosed you have a Copy of Lieutt [Ezekiel] Burroughs's Orders, who has Mann'd the *Hamden* and will get on a Cruize the first Opportunity – I could get no Officer of higher Rank to take Charge of her, as she is look'd upon as a Slight Vessel. You likewise have a Copy of Captn Olney's Orders who I expect will Sail from Boston in the *Cabot* in three or four days – and likewise Captn Hinman's Orders to take Charge and get the *Alfred* out as soon as possible – but I hear he is making Some alterations in the Ship, without any directions from Me – but I hop[e] they may be for the better – Captn Jones I expect up here to take the Sloop *Providence*, which his Commission is for – and Captn Hacker is trying to get hands for the *Columbus*, but at present She has none nor the Sloop but few – In the Ship *Providence* there is about 110 Men, and about 90 in the *Warren* – there is in the River below us two 50 and one 40 Gun Ships and eight Smaller Ships, besides Tenders – what may be the Event I at present can't tell, although if we could keep the Frigates mann'd, I think they could not hurt us much – but I find it difficult to get or keep men, when there is no prospect of any thing but fighting –

I received your favour of the 10th December last (but it did not come to hand untill after we were block'd up) which directed me to get the Ships out a Cruizing as soon as possible – but Since applying to Captn Whipple, he Signified he had Orders from you, and Should take no directions from me – Should be glad to know from you, whether you expect me to direct their Operations

or not; for I desire no Command further than you Approve off – and whenever you think my Command is of no Service to the Publick, I will not only agree, but in Justice to the Publick think you Should give the Command to some man that can do more for the Publick Benefit – although it would give me great Concern to be turn'd out for a Crime, it would give me none at all to be displaced for a better man in my Room – and Since there has been Some dispute with the Owners of the Privateers, caused by their too frequently getting the Men belonging to the Continent in their Privateers – I have not the Influence that I used to have, So that it is not in my power to do the same good that I could have done before that happen'd –

This day about half past 3 OClock in the afternoon I receiv'd a message from Coll [John] Waterman, that a large Armed Schooner one of his Britannick Majesty's Fleet was ashore on the Northern part of Prudence – I immediately put men out of the *Warren* onboard the Sloop *Providence*, and dispatch'd her under the Command of Captn John B. Hopkins – they got near her about Sun Sett, when the Schooners people put fire to and quitted her – and we Suppose by the time She blew up, that they had fixed a Train to go off about the time they expected our people to board her – however She is effectually destroyed which perhaps may make them more Cautious of coming where they are not well acquainted – I hear the Said Schooner was one built in England for the business – I am with great Respect Gentlemn [&c.]

E H –

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Onboard the *Warren* near Providence

Gentlemen

Feby. 14th 1777

The bearer Captn Matthew Parke was first Lieutenant of Marines onboard the *Alfred*, and upon Captn [Joseph] Shoemaker's leaving the Navy I put him onboard the *Columbus* and gave him Orders to Act as Captn of Marines, he being the oldest Lieutenant – In both Stations he has behaved as a good Officer, and think him worth your notice – and as Mr Joseph Hardy is appointed by you Captn of Marines onboard the *Columbus* – I have given him leave to come to you for further Orders, and hope you may Employ him to his Satisfaction I am with great Regard Gentlemen [&c.]

E H –

1. Hopkins Letter Book, RIHS.

MASTER'S LOG OF H.M.S. *Diamond* <sup>1</sup>

feby 77

Remarks on board his Majestys Ship *Diamond*

Thursday 13th

am weighed the Small Br and stood further to the Norward and let go the Anchor again in 13 fathm and Veered to half a Cable Bristol church Steeple NNE½E the So part of Prudence Island SSW of[f] Shore 1 Mile.  
these 24 hours Modt and fair wr

friday 14th

PM John Carter and John Smith Deserted when cutting of wood on Shore on Prudence Island at 8 Sent a officer and 10 Mariens ashore to see if they could find them.

at 4 AM they Returned without Success at 8 Sent the *Tryal* Schooner with our Cutter a petty Officer and 10 Mariens.

First part fresh breezes and Squally wr Midle and Later Modt and fair at half past 3 PM the officer and Mari[nes] returned without Success The Master of the Schooner coming with them to informs of her being a Shore between Patients and Prudence Islands at 4 Discovd a large armed Sloop coming down from Providence Made the Signal to the *Centurian* for the Gundola the Sloop hauled Towards where the Schooner was at 1/2 past 4 observed a large fire between prudence and Patients Island which proved to be the *Tryal* on fire.<sup>2</sup>

1. PRO, Admiralty 52/1699.

2. See Esek Hopkins to the Marine Committee, February 14.

*Connecticut Gazette*, FRIDAY, FEBRUARY 14, 1777

New-London, February 14.

In our last, it was said that the *Niger*, of 36 guns had drove ashore on Naraganset beach, a prize schooner, and at the same time took a schooner from the West-Indies. Since which the ship has sent a flag into Stonington for an exchange of prisoners taken in the above schooner, who proves to be Capt. Andrew Palmer of Stonington, from St. Thomas's, and by the flag we learn that the ship's name is the *Amazon*, [Maximilian] Jacobs, commander, and that she is stationed off this Harbour. The schooner they have made a tender of.<sup>1</sup>

Capt. Salter, who came out of Ireland Master of the above Prize, belongs to Portsmouth in New Hampshire: He informs that the American Privateer which put into Newry, (as mentioned under the Dublin Head)<sup>2</sup> shipped a Number of Hands there: — That Ireland are universally in favour of the Americans, except a few Placemen. — He further says, that Flaxseed is very plenty in that Kingdom.

We learn that the Super-Cargo of said Vessel had Instructions, that in Case he met with any North American Privateer, to make them a Present of a Bale of Linens &c. which they thought might probably save the Vessel.

Tuesday last Capt. Daniel Deshon arrived here in a Schooner in 32 Days from Martinico; he came within a few Rods of the above Ship in a thick Snow Storm; — has brought about 700 Bushels of Salt, and some other Articles. By him we learn that Flour is low at Martinico, being from 3 to 4 Dollars per Hundred Wt. He informs, that an English arm'd Brig having taken sundry northern Vessels within three Leagues of the Cape, a French Man of War was sent out after her, who brought her into the Cape, where she was condemned and sold, and that an Account thereof was immediately sent to France. — That the French continue to fortify Martinico, two Forts being now erecting; and that two Regiments of Troops arrived from France while he lay at that Place.

1. Schooner *Fortune*, Andrew Palmer, master, with a cargo of arms, ammunition and dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

2. In this issue of the *Connecticut Gazette*, the Dublin dispatch, dated October 19, 1776, reads: "By a letter from Lisbon [*sic* Lisburn] dated October the 15th, we learn that an American privateer came to anchor in the harbour of Newry on the 13th inst. and demanded provisions for which payment was offered. She mounted 18 carriage guns, had 125 men on board, and is a new vessel well built. She remained but a few hours, then weighed anchor and sailed to the Northward. Those who observed her under way think her a remarkable fast sailer."

WILLIAM WEST TO CAPTAIN NICHOLAS BIDDLE <sup>1</sup>

Sir

New Haven February 14th 1777

I take the liberty to send you herewith Doctor Eneas Munson's Certificate who attended me during my Sickness last year, after my return from on board the Black Brigg *Andrew Doria*, at same time humbly pray that you will Oblige me with your Order upon Mr Shaw, to pay me all my Wages and such Shares of Prize money, as shall appear due to me, as I shou'd really be in want of Necessaries, if some of my good Friends did not assist me – And I have been informed the greatest part of the Crew have already been paid their Wages &c and I have been sick ever since I left the Service, therefore must beg the favour of you to order the Clark to write out my Account and please to transmit it to me with your order; directed to Mr Henry Treemont Hughes, East Haven Ferry opposite New Haven in Connecticut – and if you think it requisite or necessary for Mr Shaw to have Doctor Munson's Certificate, hope you will be obliging enough to return it to Dr Sir [&c]

his  
William X West  
mark

Capt Bidwell [Nicholas Biddle] Commander  
of the Black Brigg *Andrew Doria* at Philadelphia

1. Nicholas Biddle Papers, HSP.

REPORT ON THE CONTINENTAL FRIGATES AT ESOPUS, NEW YORK <sup>1</sup>

[Kingston, New York] Feby 14, 1777.

Your Committee appointed to confer with Capt. Samuel Tudor and Mr Burling, Do report,

That in the course of the Conference Capt Tudor says that about Five Tons of Iron is still wanting for the Continental Frigates now at Esopus, without which they cannot be compleated by the Spring, and that he is at a Loss how to procure the same without the Assistance of this House.

He also says that he is in want of the following Articles for the purpose aforesaid, to wit: 25 Copper Ladles for 12 Pounders, 1 Box of false fires, 2 Copper Drifts for false fires, 2 ditto for Fuses for Hand Granades, 12 lb. of steel Dust, 100 lb of Sulpher, 8 Cegs of white Lead, 6 doz Lanthorns, Muskets, Pistols & Cutlasses, he also informs your Committee That he cannot supply the Ship Wrights with Rations at the Rate of 10½d pr Ration occasioned by the advanced price of Provisions. But is willing to purchase provision on the lowest Terms, and furnish the Ship Wrights therewith, he receiving the amount of what the Rations shall Cost him. At the same Time both Capt. Tudor & Mr. Burling recommended to the Committee as the Easiest and most Satisfactory method to advance the wages of each



Shipwright 3 shillings pr Day in Lieu of Rations. Your Committee do further report that Mr. Burling informed them that he is in advance for Provisions furnished the work men on Board the Ship *Congress*, and that he stands engaged to them for their Nights work in bringg up the said Ship from Poughkeepsie to Esopus which Captain Austin [Augustin] Lawrence absolutely refuses to pay.

Your Committee are of opinion that a Letter from this House Directed to Colo Robert Livingston at the Manor Requesting him with all convenient speed to furnish the aforesaid quantity of Iron will be the most effectual means to procure it. Your Committee are further of opinion that the likest means for obtaining the Copper Ladles, and sundry other Articles before mentioned will be by application to the Continental Marine Committee.

Resolved, That 10s 6d ought to be allowed to the Carpenters on board the Continental Ships built at Poukeepsie for pay and Rations, and 13s 9d to the foremen for pay and Rations, and that it be recommended by the Superintendants of the sd Ship[s] to pay them from the Date hereof at that rate.

Your Committee are further of opinion that the said Lancaster Burling and others who have supplied the men on Board the Ship *Congress* with Provisions, return to this House a true account of the Number of men victuled and the amount thereof which account ought to be proved upon Oath or affirmation, to be just before the Chairman of the Committee and the Town of Kingston, or the Chairman of the Committee of the Precinct of Poughkeepsie who should be required to Certify the same, and that the said account thus proved be transmitted to the Convention of this State to be delivered to the Auditor to be audited for payment.

1. *New York Historical Manuscripts*, I, 635.

#### CAPTAIN JAMES ROBINSON TO THE CREW OF CONTINENTAL SLOOP *Sachem* <sup>1</sup>

Philadelphia, February 14, 1777.

The petty officers, seamen, and landsmen, belonging to the armed sloop *Sachem*, in the service of the United States of America, are required to attend their duty on board the said sloop. Those that fail giving proper attendance within six days, will be deemed deserters, and be liable to the loss of their pay and prize money.

James Robinson.

1. *Pennsylvania Evening Post*, February 15, 1777.

#### MEMORIAL OF FRANCIS MUIR TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

To the Honorable the Council of Safety of the State of Maryland now sitting in the City of Annapolis

The Memorial of Francis Muir Humbly Sheweth that your Memorialist hath acted in the Capacity of Purser on board the Ship of War *Defence* belonging to the State of Maryland near five Months and has never received any Satisfaction for his Services during that time, that your Memorialist apprehends there is certain perquisites he is justly Intitled to agreeable to the Customs of the Navy, but finding no Provision is made as to pay or any other priviledge that may appear belonging to a person acting in the Capacity afsd Your Memorialist Humbly prays your Honors to take his Case into Considera-

tion and settle or appoint some Gentlem: acquainted with the Naval department to Examine his books and Settle the perquisites that may appear due him, and your Memorialist as in duty bound will ever pray.

Francis Muir

[Baltimore] February 14th 1777

1. Executive Papers, Box 2, Folder 149, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO VAN BIBBER & HARRISON, MARTINIQUE <sup>1</sup>

No 162

Gent. Your favour of the 28th Decemb with your Account Current we this Moment received and are very sorry for the distresses you are under by the Considerable advance you are in for our State But we hope it is Considerably reduced ere this by the Arrival of the *Resolution* Capt. [John] Cary, Schooner 92 [Jeremiah] Rogers, Schooner *Friendship* [John] Gibbons, Brigantine *Friendship* [John] Martin a Larger Ship or Brig & the sloop *Molly* are Lading with Tobacco & Flour & will be pushed out so soon as there is a Chance of passing three Men of War that now are in our Bay, but lest this may not soon be the case we are about applying to the General Assembly now setting to empower us to send Mr Crocket to the Carolina's to Ship Indigo and other produce to extricate you from all your difficulties Capt. [William] Patterson is under an Arrest for Seizing the Flag of Truce mentioned in your Letter 8th Decr He denies the charge of taking her under the Guns of the Fort and avers that he was nearly over to Dominique and that he informed Mr [Richard] Harrison of his intention and that he did not object to it — this we give not the least Credit to but we think it would be necessary that his [and] Mr Bingham's Deposition be taken and transmitted to us as soon as possible together with the Papers of Passports & other Documents in your Power, Monsr De Naubrien is appointed a Lieutenant in our Mattresses. We are [&c.]

[Annapolis] February 14 1777 —

1. Council of Safety Letter Book, No. 2, Md. Arch.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, FEBRUARY 14, 1777

Williamsburg, February 14.

The *Phoenix* man of war lies near York town, with a flag, having sent ashore 35 prisoners, among whom is Colonel Lawson of this State, who has been a long time in captivity, and is exchanged for Colonel Alexander Gordon, late of Norfolk.

Matthew Pope, Esq; is appointed naval officer for York river.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL <sup>1</sup>

Feb'y 1777.

Cape Henry SEBS Cape Charles NE $\frac{1}{2}$ E from Shore  
1 League

Friday 14th

at 7 AM Made Sail after a Vessel to Leward of us, fired to bring the Chace too four Six pounders & four Swivels, brought her too which proved to be the *Betsey* Sloop from St. ACruiz bound to

Petersburgh, loaded with Salt, Joseph Frith Master, sent a Midn & 4 Men to take charge of Her.

Fresh Gales & cloudy Wear

at 3 PM saw a Sail in the NE Quar gave chase, at 6 fired to bring the chace too 3 twelve pounders, & one Six pr at 8 came up with the chace which proved to be the *Hope* Schooner from Plymo bound to Virginia, in Ballast & alittle Rum, Ephraim Bartlett Master, thought her not worth carrying, so set her on fire

1. PRO, Admiralty 51/311.

# JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston] Friday 14th February 1777 –

The Board Mett According to Adjournment

Present Edward Blake Esqr first Commissr.

George Smith Josiah Smith Thos Corbett Esqrs –

A Letter was wrote to Capt. Pickerin[g]

Capt. Thomas Pickerin Sir

The Commissioners of the Navy Desire that you will Immediately on the Receipt of this Direct a proper Officer from the Brig *Defence* with Eight good Men to proceed with the Ship *Caesars* boat with your Best Bower Anchor and Cable to the Assistance of the *Comets* Prize now Lying without Chas Town Barr, as she is in great Distress, having Been on shore on the North Breaker, and Lost Two Anchors and received some Other Damage

Edward Blake first Commissr

Navy Board 11th Februy. 1777 –

The following Letter was wrote to his Excellency the Presidt.

Navy Board 14th Februy. 1777.

The Commissioners of the Navy beg lieve to inform his Excellency the President that they apprehend, the great quantity of Hemp Exported & now Exporting from this to the Northern states will very soon create such a Scarcity of that Article as will render it impossible for Either the Public or Private Vessells of this state to be properly supplied with Cordage unless a Prohibition is laid thereon <sup>2</sup>

The following Letter was wrote to *Capt. Copithorn*

Capt. John Copithorn Sir Navy Board. Februy. 14th 1777.

The Commissioners of the Navy Desire that you will Endeavour all in your power to procure a Sufficient number of Schooners to Transport such Troops as the General may direct to be Brought from Haddrels Point to Charles Town next Monday Morning

Edward Blake first Commissioner

Mr. McCulley Righten waited on the Board and Informed them, from the great Trouble that attended his Business as Public Boat Keeper, the pay hitherto Allowed him has not been Sufficient, they took Mr. Rightons representation in Consid-

eration & thereup[on] the Board Agreed to Allow him forty Shillings P day, and to Advance him One Hundred pounds P Month, to Enable him the Better to pay the Hire of Negroes Employed in the public Service –

1. Salley, ed., *South Carolina Navy Board*, 39–41.

2. An embargo was placed on the shipment of hemp, *South-Carolina and American General Gazette*, February 20, 1777.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

February 1777.

Antigua S13°:0 W Distce: 150 Leags:

Friday 14th

At 6 (A M) gave Chace to a sail to the So ward Tack'd occasionally.

Fresh Breezes and Cloudy.

(P M) Tack'd occasionally. At 5 Came near the Chace; fir'd a Shot and brot do too, she proved the *Marquis of Rockingham* Merchant ship from Bristol for St Kitts, taken by the *Sturdy Beggar* Privateer – took charge of her.

1. PRO, Admiralty 51/688.

JOURNAL OF H.M.S. *Hind*, CAPTAIN HENRY BRYNE <sup>1</sup>

Feby 1777

Secur'd in Freemans Bay [Antigua] –

Friday 14

at 5 P M Fired 20 Minute Guns at Interment of Capt Thos Wilkinson Pr order of the Adml <sup>2</sup>

1. PRO, Admiralty 51/457.

2. Captain Wilkinson had commanded H.M.S. *Pearl*.

15 Feb.

WILLIAM FROST TO GEORGE WILLIAMS <sup>1</sup>

Sir,

Falmo Feby 15th 1776 [*sic* 1777]

I have engaged a few Seamen for the ship I am to load for the hone Board War – the bearer hereof is One – who tells Me it is the Custom here, for Sailors to be pd Wages from the Time of entering, 'till the Vessel sails, also One Months Advance Wages; therefore declines entering, unless I agree with him for the same, I should be glad to have Directions from the hone Board how to proceed – I have engaged Masts eno' for the Ship, (all) to be dld by the 10th next Month, was obliged to give a large Price on Acct the shortness of the Time – shall proceed with all Expedition in procuring the other Part of the Cargo – I forgot to mention (as necessary) in my Letter by Capt Stone, a 100, or 150 Staples, to raft with – I remain [&c.]

Wm Frost

P.S. here is in this port One or two Vessels loading with Lumber – expecting to have a permit to sail – I hear they have offer'd 22 Dollrs P Mo for Seamen – if so, & they obtain a permit – I shall find it very Difficult to get Seamen – W. F.  
On the service of the State of Massachusetts Bay  
George Williams at Salem

1. Mass. Arch., vol. 152, 53, Board of War Letters, 1776–1777.



JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Saturday February 15th 1777

Ordered That the Board of War be and they hereby are directed to deliver to Capt John Manley or Order for the use of the Continental Ship called the *Hancock* the following Articles Vizt

Seven hundred hand Grenado's fuzees

Twelve Seconds with Caps & Gipt

Three hundred of match doubled and pointed & Capt

Five hundred Tubes fitted for 12 pounders

Two hundred Do Do 9 Do

One hundred

& fifty Do Do 6 Do

Six doz Priming Wires for 12 pounders

Two doz Do Do 9 Do

One doz Do Do 6 Do

Two doz Do Do for Swivels

One doz Port Fires —

said Articles to be charged to the Continent.

1. Mass. Arch., vol. 20, 267.

MASSACHUSETTS BOARD OF WAR TO EMANUEL MICHAEL PLIARNE <sup>1</sup>

Monsieur Pliarne,

War Office,

Sir,

Boston Feby 15th 1777

We hope this will find you safe & happy at Baltimore, after the fatigues & Dangers of a long Winter Journey.

Presuming a Sketch of our proceedings since you left Boston will be agreeable we take this opportunity to inform you we dispatch'd the *Penet* about 3 Weeks since, — The *Versailles* about the same time for Nantz — The *Duc de Chartres*, Capt [Alexander] Wilson sail'd 14 days since for So Carolina. We have now ready to sail from Portsmouth a Ship & Cargo of Logwood & Mahogany for Nantes, a Ship with Masts & Timber we are fixing away, a Sloop at Plymouth with a quantity of Sarsaparilla, & a Ship with Logwood &c. negotiating for all which we determine to the Address of yr friends in France. —

A Brig at Plymouth, a Barque here, and the fine Ship *Caledonia* will be got ready on our Joint Account, as fast as possible, which we determined with such others as fall within your description, to your order in Virginia tho' this day having heard by Express that a Fleet of British Ships were cruising between Cape Henry & Cape Charles, which renders the Navigation of Virginia & Maryland impracticable, our Plan for the present is suspended, however we shall compleat the six Ships & Brigts as desir'd, and think you will turn your Attention to South-Carolina, where the Adventures are not so desperate, & in the mean time wait your directions, whether to prosecute the original Plan, or to adopt such Variations as the Exigency of Affairs may render necessary — Which direction we pray you to

forward us by Express, as the Season so rapidly advancing occasions Anxiety under any Delays, however unavoidable – By order of the Board

Sam<sup>l</sup> Phps Savage, Prest

1. Mass. Arch., vol. 151, 43, Letters from the Board of War, 1776–1780.

JAMES WARREN TO SAMUEL PHILLIPS SAVAGE <sup>1</sup>

[Extract]

Plymo Feby 15. 1777

Sir I have Agreable to the order of the Board Bought the Brig *Nancy*, & am now fixing her with all Expedition for the Sea. she is now on the ways graving. tho I have met with great difficulty in geting either pitch or Tar for that purpose as you have sent me none. I was however lucky enough to borrow for that purpose on promise to replace it by the first Oppy The Sloop is almost ready to take in. the weather has prevented her being quite so. I have got Masters, Mates, & a great part of the Crews for these Vessels. I have also Chartered two Schooners for Virginia, Baltimore South or No Carolina & got Crews for them nearly & one Schooner for Virginia, No or South Carolina & beleive shall have no difficulty in maning her the Owner would not Consent she should go to Baltimore & as she is a fine Schooner I would not break of[f] the Bargain for that Circumstance supposing one of the other places would suit you.

You are now to Consider what Cargo you will have put on Board the Brig & Schooners. you have here only the five hhds of rum bought of me, & I see no probability that I shall be Able to purchase either rum or Sugar for that purpose. there are a few hhds sugar here but the owners are Absent so cant say whether I can purchase them or not, but doubt it. one Mr Green, I beleive his Name is Nathaniel, has a quantity of rum here. if you determine to have some of it, you will please to treat with him & send me your order, or send here a warrant under your Broad Seal to take it. the Article of sugar you will either send up or take such Other order as you think proper. if you think Train Oil will Answer for part of these Cargoes I can supply some at 4/. p gallon, & perhaps some of it wont be Amiss. . . . two of the Schooners have only three sails, the Owners have Agreed to furnish flying Jibbs if you will supply the Cloath it is not to be had here. you will determine whether it is worth while to take the Trouble. you will please to furnish the Articles below for sails &c for the Brig without fail p first Oppy . . . Am I to Engage the Masters & Men shall Continue on pay if taken till their return – what part of the prizes if the sloop should make any, are the Men to have. I have ventured to tell them one third . . .

[Enclosure]

- 260 yds Ticklenbriggs for Eight sails for the Brig more than she has –
- 9 lb good seam Twine what you sent for the Schooner was not good
- 90 fathom head rope
- 1 Coil 3. 1 Ditto 2 y[n] Spunyam
- A few Scains marline & housline
- some runing rigging –
- She has no Colours
- 2 bbs. pitch
- 4 bbs. Tarr –

please to direct what Cargoes shall go on Board each Vessel. either of the Masters of the Schooners are Capable of disposing of the Cargoes if necessary at least two of them are, & one of them is well acquainted with a port without the Capes of Virginia called McTomkin, where he thinks he could with dispatch get a Load of wheat. they are all well Acquainted with No Carolina – the Out port I mention may be much safer to go to than any within the Capes . . .

1. Mass. Arch., vol. 152, 54–56, Board of War Letters, 1776–1777. Savage was president of the Massachusetts Board of War.

*Providence Gazette*, SATURDAY, FEBRUARY 15, 1777

Providence, February 15.

The Privateer Schooner *Eagle*, Capt. Isaac Field, has taken and sent into a safe Port a Transport Schooner, burthen about 110 Tons, bound from Quebec to New-York, with a Cargo of Coal.

Since our last arrived here Mr. John Pool, late Cooper of the Sloop *Neptune*, Capt Thomas Munro, of this Port. He informs that the said Sloop was taken the 19th of December last on her homeward bound Passage from Surina[m] by the *Galatea*, a 20 gun Ship, and carried into Bermuda. He also informs of the following Vessels being taken by the *Galatea*, viz. the Privateer Schooner *Buckskin*, Capt. Samuel Handy, of Virginia, mounting 4 Carriage Guns; <sup>1</sup> a Schooner from South-Carolina, Capt. North; <sup>2</sup> a Schooner from New London, Capt. Lamphier; <sup>3</sup> a sloop from New-London, Capt. Dale; <sup>4</sup> and a sloop from Harbour Islands, Capt. Barnard, bound to Nantucket.<sup>5</sup> The above Prizes were all carried to Bermuda, except the Privateer, which was burnt at Sea, after being stript, and the Hands taken out.

1. *Buckskin* was a Maryland privateer, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, II, NA.
2. *Peggy*, Edward North, master, taken December 20, 1776, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
3. *Ibid.*, *Betsy*, James Lampheer, master, taken December 25, 1776.
4. *Ibid.*, sloop *Union*, Eba Waters, master, taken December 30, 1776.
5. *Ibid.*, sloop *Fame*, Nathaniel Bernard, master, taken December 15, 1776.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS <sup>1</sup>

Febry 77

At Anchor off Hope Island Rhode Island Harbour

Friday 14

Fresh Breezes and Clear at 1 P M Observed the *Tryal* Schooner a Ground between patience & Providence sent the Boats to her Assistance at 5 sett her on fire finding it impracticable to get her off brot her Crew & part of her stores onboard

Saturday 15

A M sent the boats to pick up what was to be found at 10 the Boats returned wt 3–3 pdrs 4 Swivells some Bayonetts, Cutlasses, Iron Hoops & 20 piggs of Ballast.

Fresh Breezes and Clear P M sent the Officers and some of the People belongg: to the Schooner onbd the *Diamond*.

1. PRO, Admiralty 51/181.

ROBERT MORRIS TO CAPTAIN NICHOLAS BIDDLE, CONTINENTAL FRIGATE  
*Randolph*<sup>1</sup>

Sir

Philadelphia 15th february. 1777

I hope this will soon be delivered to you after d[i]spatched from hence as I have received directions from the Marine Committee at Baltimore to send you on A different service to that which the Orders I gave you before you left fort Island directed.<sup>2</sup>

With this you will receive Letters for William Bingham Esqr the Continental Resident at Martinico and you are immediately to proceed for that Island and deliver said Letters, the purport of them are that he should Ship on board your Ship, a quantity of Arms Ammunition Cloathing and other Stores that we suppose will be lodged there previous to your Arrival. If you find that Mr Bingham has it in his power to comply with this requisition, you are forthwith to receive on board All such stores as he may desire and return with the utmost expedition to the Coast of America in order to get them landed in some safe place, from whence they can be transported by land to our Armies or Magazines. These supplies are exceedingly necessary for the service of the ensuing Campaigne and you cannot render your Country a more essential service than by bringing them soon and safe in. Should it so happen that these expected Supplies are not arrived at Martinico or that Mr Bingham has but A Small portion of them, you may take on board what he has and then proceed to St Eustatia, first consulting with Mr Bingham on the propriety of this measure. At st Eustatia you will call on Mr Samuel Curson, Mr Corneilus Stevenson and Mr Henricus Godet with the letters herein and if they have any of the expected stores receive them on board & should these make quantity or value sufficient return to America from thence, but should you be disapointed here also, you will then proceed to the Island of Curacoa and deliver the enclosed Letter to Mr Isaac Gouverneur; and should you find at this Island Mr John Philip Merkle of Amsterdam<sup>3</sup> who will be at Mr Gouverneurs; you may consult with him and Mr Gouverneur whether it is better to take him and his goods on board the *Randolph* or to ship his goods on board other fast sailing Vessels to come on the Coast under your Convoy; and do therein what shall seem best to them and yourself, but be sure to bring them Safe. Should it so happen that Mr Merkle is not at Curacoa, nor any of his goods you will then proceed to Cape Francois and deliver the Letter herewith to Mr Stephen Ceronio if he has goods or Stores receive them on board, but failing of sufficient there you will go to the Mole St Nicholas deliver the Letter herewith to Mr John Dupuy take in what he has to ship, and then make the best of your way back to the Continent.

As you command the first American frigate that has got out to Sea, it is expected that you contend warmly on All necessary occasions for the honor of the American flag.

At every foreign port you enter salute their forts and waite on the Governor, General or Commander in Chief, asking the liberty of their ports for the Ships of the United States of America. Take care that your people do not molest their Trade nor Inhabitants nor in any shape disturb that good understanding we have with them



Should you take any prizes in the West Indies that are bona fide British property within the descriptions of Prizes as laid by Congress, you may send them into Martinico to the care of William Bingham Esqr – to st Eustatia to the care of Saml Curson junr Esqr – At Curacoa to Mr Gouverneur – at the Cape Francois to Mr Ceronio, at st Nicholas Mole to Mr John Dupuy, observing that if any part of the Cargoes suit the consumption of the West Indies, and not consisting in such Articles as are wanted here, the Agents of the Prizes may make sale of all such goods and apply the Neat proceeds to the purchase of such supplies as we are in want of, and we will pay here that part of the amount that appertains to you, your Officers and Crew, but the Ships must be sent to some port in these States for condemnation with A Compleat Inventory of what has been taken out, any Prize you take that you think may be disputed or appealed for, must be sent for the States without breaking bulk. The Agents at each place will make the necessary supplies for the charges and expences of your Ship, but you are not to pay any Custom House fees or duties any where. you must encourage as many Seamen as possible to enter on board your Ship at every port you enter and from every prize you take. As the British men of war on the West India stations are not often well manned, it would give great eclat to our Naval Service if you can make prize of one or more of them, and if so you will do well to tempt some of their best Warrant officers such as Boatswains, Gunners, Quarter Masters and their several mates to enter our service, for we would wish you to bring both these and plenty of Common Sailors home to Assist in Manning our other ships of war.

When your errand to the West Indies is completed, you'll observe it is mentioned already that you are to return to some Safe port in these United States of America. The uncertainty of the fate of war makes us cautious of saying positively which shall be the best port. There is little doubt but this will be the most convenient to receive the Stores at, being most Centrical and probably not very distant from the Scenes of Action, and as you are well enabled to defend yourself against most single Ships, and capable we hope of outsailing any of the enemies it appears that you might venture to call at Cape Henlopen or Cape May for intelligence without incurring the charge of rashness, and we will endeavour to keep out some small Cruizers About the time you are expected to give you information. To these you'll shew the signals mentioned in your letter of the 6th instant to me but least you should forget to keep A Copy I shall repeat that "you are to be known to small Cruizers by a White Jack at the fore top mast head and a pendant over it." Shew this same signal to the Light House and we will send down Orders there to answer it by A White sheet if All is well, but to hoist english Colors if you are in danger, and as it is probable some more of the Continental frigates may be out and Cruizing on the Coast, I shall enclose you herein some Signals by which Continental frigates may be known to each other by day or by night, as Copies shall be furnished to each of the Captains and you will duely Observe your part of them. I need not repeat what has been said in your former Instructions respecting the care of the *Ran-*

*dolph*, treatment of your men and prisoners &c &c but wishing you honor and success I am Sir [&c.]

Rob<sup>t</sup> Morris V: P:

P: S: If you do your business at Martinico you may bring back the Letters for Messrs Curson Godet, Stevenson, Gouverneur, Ceronio & Dupuy & return them to R M

1. Marine Committee Letter Book, 55-57, NA.

2. See Morris to Biddle, January 30.

3. See John Bradford to Robert Morris, September 23, 1776, Volume 6, 953.

ROBERT MORRIS TO CAPTAIN ELISHA WARNER, CONTINENTAL SLOOP *Fly*<sup>1</sup>

Sir

[Philadelphia] February 15th 1777

I send down to you by the *Muskeito* sundry Packets for Captain Biddle of the *Randolph* frigate which is now A Cruizing on the Coast you are to proceed down the Bay directly send on shore to the Light House and tell the Keeper of it whenever he discovers a frigate in the offing whilst you are in sight of the Light House to hoist or shew a large white sheet on sight of which the *Randolph* will stand in another will not know what it means. You will keep Cruizing about the Capes in sight of the Light House until you deliver these despatches to Captain Biddle and take care every night to get under the Land to prevent being cut off by the enemy. When you see any frigate hoist your Continental Colours and you will know the *Randolph* by a White Jack at the fore top mast head and a Pendant over it, dont trust too near until you discover this Signal, and when you see it you will know the *Randolph*. Soon as you have delivered these despatches to Captain Biddle come up to the Cheveaux Defrize or some place where you can keep your men on board and inform me of your return I am Sir [&c.]

Rob<sup>t</sup> Morris V: P:

P: S: these despatches are of great consequence and must be delivered Captain Biddle soon as possible, and if any unfortunate Accident befalls you they must be Sunk for the enemy must not have them on any Acct

1. Marine Committee Letter Book, 57-58, NA.

PERMIT FOR PENNSYLVANIA LETTER OF MARQUE BRIGANTINE  
*Delaware*<sup>1</sup>

To the proper officer.

Philadelphia 15th of February 1777.

John Hamilton master of the Brigantine *Delaware* bound for Saint Eustatius having made oath before me that he will not employ nor carry any of the pilots who have been specially appointed & stationed<sup>2</sup> to conduct ships & sea Vessels between Philadelphia City & Chester, on Delaware beyond Chester; & that he will land the pilot allowed him by the Council of Safety at or near the Entrance of Delaware Bay, or else return him up said Bay, is hereby licensed to pass out to sea.

By order of the Council of Safety

Geo. Bryan

1. Military Papers, Privateers, Box 3006, Pa. Arch.

2. Pilots capable of passing through the chevaux de frise.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Saturday, February 15, 1777

[Resolved] That it be recommended to the legislatures of the several States, to take the most effectual measures for manning the continental frigates, fitted for the sea in their respective States:

1. Ford, ed., *JCC*, VII, 125.

WILLIAM WHIPPLE TO JOHN LANGDON <sup>1</sup>

My Dear Sir,

Baltimore 15th Feby 1777

My last accompanied the money from the Marine Committee viz 42,000 dollars, but as this goes by Express to Boston it may come first to hand – the last letter Rec'd from you was 27th Decr

There are still a number of the enemy's ships in Chesapeak Bay though some vessels do get past them both inward & outward bound and some have fallen into their hands – it will be prudent to order the vessels you send this way to call in at some of the inlets between Cape Henlopen and Cape Charles where they may get information of the enemy's ships. Delaware Bay is at present open, but there is no knowing how long it will be so. The *Randolph* is sailed and the *Delaware* will sail soon and the *Virginia* from this place in about two weeks. a ship is arrived at Philadelphia from France, but brings no public letters; but a private letter of the 9th Novr says France and Spain are making the greatest preparation for war ever known; England is also exerting every nerve to get a formidable fleet at sea – Holland has likewise ordered 12 ships of the line to be got ready as soon as possible – these things justify an opinion that a general war is not far off. The Tyrant of Britain's speech tells us he is endeavoring to conciliate matters between Spain and Portugal so we find that dispute is not yet settled. I hope a few days will bring us important and agreeable intelligence from Europe, that I may soon have it in my power to transmit you such as will expel every anxious thought is the wish of your sincere friend [&c.]

W Whipple

Congress begin to talk of removing to Philadelphia again. – I think it probable they will do so shortly.

1. William Whipple Papers, Force Transcripts, LC.

JOURNAL OF THE VIRGINIA COUNCIL <sup>1</sup>

[Williamsburg] Saturday the 15th day of February 1777.

The Board having received Information by various means that sundry evil disposed persons, have lately furnished several ships of war, belonging to the enemy with provisions &c carrying on treasonable Correspondencies with the Enemy, and particularly that those provisions &c have most frequently, and in great proportions been carried or furnished by persons inhabiting or living near to the Tangier Islands on the eastern shore. Ordered that a Galley be immediately sent to the eastern shore aforesaid and the Captain or Commander thereof be instructed to seize and apprehend any person or persons which he may discover in the act of

attempting to carry provisions or in any manner conveying Intelligence to the Ships of War aforesaid, and to carry or cause to be carried such person or persons forthwith before some magistrate of the county where any such Persons shall reside to be dealt with according to the Act of the General Assembly declaring what shall be treason, and the Captain or Commander of such Galley is moreover instructed to be aiding and assisting to all Magistrates in apprehending all persons against whom such Magistrates upon information shall issue their warrants for being guilty of aiding or assisting the enemy in manner aforesaid.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 346-47.

CAPTAIN WILLIAM DEANE TO CAPTAIN CHARLES THOMAS <sup>1</sup>

Sir.

Underneath is a memorandum of Cordage which you will immediately send by the Bearer, for the use of the Countrys Vessells now fitting at this place, therefore in case you have not such by you, the Bearer has directions to wait till it is done, as the Vessells cannot proceed to Sea without it, give the Bearer all convenient dispatch I am Sir [&c.]

Hampton 15th Feb: 1777.

William Dean

1 Coil 2¾ Inch Cordage 120 Fathoms

120 Fathom 2 Inch do

69 do 9 thd Rattling

1. Public Rope Walk Papers, 1777, VSL.

JOURNAL OF H. M. SLOOP *Atalanta*, LIEUTENANT THOMAS LLOYD <sup>1</sup>

February 1777

At Anchor in the Havannah Moro Fort NW½N the  
Punto WBN the Governors Bastion SBE and the  
North Bastion W½S -

Saturday 15

at 5 AM brot too off the Moro, hoisted the boat out, and sent an Officer on Shore with a Letter for the Governor ½ past 10 the Boat came on board with the Governors Aid de Camp, the Lieut of the Flag Ship, and the Interpreter Don Meguil Edwards, made a Tack and Stood in towards the Harbour, passed by the Moro at about ½ or ⅔ of a Cables Length, and soon after passed by a Flag on a Sunken Rock about ½ a Cable length from the Crane on the East side at the Landing place, soon after came too in 9½ fm sandy ground, found riding in the Harbour a 74 Gun Ship with a Spanish Jack at the Mizn topmast head Commanded by Juan Bautista Bonet Chief De Escadrior Rear Adml with about 12 Sail of Ships of War four of which we suppose to be Two Deck Ships with only their upper Deck Guns on Board -

1. PRO, Admiralty 51/75.



16 Feb. (Sunday)

MASSACHUSETTS BOARD OF WAR TO ELBRIDGE GERRY <sup>1</sup>

[Extract]

Boston Feby 16th 1777 –

We thank you for your obliging Intimations of the peculiar Danger of the Southern Seas; We are sensible of the hazard of Navigation in these stormy times, when the Political Gates as well as those of the Season threaten our Undertakings with Ship Wreck; – however at all Hazards we will have some Flour, Bar, & Pig Iron, having a fine air-Furnace, which wants only this last Article to make the Manufactory of Cannon effectual & Adequate. . . .

1. Mass. Arch., vol. 151, 41, Letters from the Board of War, 1776–1780.

DIEDERICK WISE, MASTER OF THE BRITISH BRIGANTINE *Ann*, TO HIS OWNERS <sup>1</sup>

Gentlemen

[Newport] Rhode Island Feby 16th [1777]

Herewith I acquaint you of my Safe Arrivall at this port after a tedious Residen[ce] at Swansy in the State of Massachusetts Bay of five months I arrived the 8 Inst with 32 other mast[e]r[s] & 90 Seamen in a Cartel appointed for the exchang[e] of Prisoners this day Arrived here the Ship *Tho[ma]s* Late Collison master having been Captur'd by the Same Sloop I had the misfortune to fall in with but with better fortune being Retaken by the *Unicorn* he making little or no Resistance it his here Imagined by every one that he must have gave her away as he was in Company with the *Sarah* wich two Vessells ought to have defended themselves against any Vessell of double the Sloops force her Cargo his took for the Use of the Army & She will proceed home Imediately by whom I Shall take a passage they Vessell this comes by not being Arm'd & Sails without Convoy Otherwise Should not have mist So favourable an Oppertunity Here his no news Stirring Here both Armys lying Quiet the Rebels when I left them In high Spirits but hope the ensuing Campaign will go a great way to reduce them to Obediance I Remain Gentlemen Yours to Command

D. Wise

Pr the *Lucretia* Capt Bishop

1. Copy in log of brigantine *Ann*, EI. The *Ann*, 120 tons burden, was taken by the Massachusetts privateer sloop *Revenge*. See Volume 6.

ROBERT MORRIS TO CAPTAIN JOHN NICHOLSON, CONTINENTAL SLOOP *Hornet* <sup>1</sup>

Sir.

[Philadelphia] Feby. 16th 1777

As the enemies ships and the ice have detained you in Delaware until this time when the Marine Committee are in Baltimore I only think it necessary to add to these orders that the first of April limited for your return need not be regarded if the public service will be benefitted by your longer detention, but tell Mr Bingham if he has any public stores to send us, the receipt of them is of more consequence than Cruizing. I am Sir [&c.]

Robert Morris V: P:

1. Marine Committee Letter Book, 59, NA.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ<sup>1</sup>

February [1777]

St Bartholomews bore WbS 94 Leagues

Sunday 16th

Do Wr [Fresh breezes and cloudy] 1/2 past Noon saw a Sail to the Northward standing toward us Gave Chace At 8 TKd Ship at 10 fired 2 Six pounders Shotted to bring too the Chace she proved to be a Ship from Piscataqua in No America bound to St Eustatia shifted the Men sent a Midshipman & 13 hands on board her, in boarding her lost a Cutless over-board.<sup>2</sup>

1. PRO, Admiralty 51/711.

2. "A Ship from Piscataqua, formerly the *Susanna*, Fraser, is sent into Antigua by the *Portland* Man of War," *Public Advertiser*, London, April 30, 1777.

## 17 Feb.

WILLIAM FROST TO JONATHAN LORING AUSTIN<sup>1</sup>

[Extract]

Falmo Feby 17th 1777

. . . I wrote last Fryday to the hone Geo: Williams Esq. about Objections the sailors here had, in engaging should be glad of Directions in entering them – They want 1 Mos pay & their Wages for the Time in port advanced, also Stores such as Rum, Coffec & Sugar, found on the Passage out, & home – should be glad to know the No of Men wanted – have engaged about 90 Masts from 20 to 26 Inches Diamr – all to be dld by 10th next Mo . . .

On the service of the State of Massachusetts Bay To Mr John Loring Austin Secy at the Hone Board War in Boston by Capt Harper

1. Mass. Arch., vol. 152, 57, Board of War Letters, 1776–1777.

JOHN BRADFORD TO ROBERT MORRIS<sup>1</sup>

Dear Sir

Boston 17th Feby 1777

I had time only in my last to make a partial and very imperfect reply to your sundry favours Recd by Express. I intirely agree with you in Sentiment that the villian who sent in the *Joseph* to providence (which is the Indentical *Eagle* that took the *fanny* & *Elizabeth*) Ought to be hang'd as a pirate, a Brazillia Smith Commanded her the last Cr[u]ise, its evident that some of my Lts have mis-carried for I gave you a detail of my proceedings with Respect to dispatching the *Fanny* I hope she is at port Ere this as she has sail'd about six weeks I hope to recover ample damages for the injury the public sustained by her being sent in the *fannys* Cargo recd no other loss than Abot half a hhd tobacco embez'd My Lawyer comes to town to day and you may rely on it Sir that every thing that can be done shall be, to get the worthy Gentleman Restitution for the Gross abuse, its luckey that smith pirate is one of this state, as our people are not so inclinable to favour such proceedings as in a Neighbou[ri]ng<sup>2</sup>

I omit making any reply to the part of your Lts Respecting Capt [John Paul] Jones or the Ship *Alfred*, as the Ltrs you are possess'd of explains the whole of that matter to you

I wrote you in a former Ltr, that our plan of Speculating was frustrated by the orders sent by the Secret Committee and the fine Ship *Easter* [*Esther*] I hope

is now ready for the Sea as by the late *Acco* from Mr Jarvis I've reason to expect it. I have kept back the Sale of the *Mellish* a long [time] expecting to receive Answers from the Commte with about £1200 laid out on her she would make an Excellent twenty gun ship the Brig *Lively* I shall purch[ase] for your Acct being a fine strong fast sailing Vessel, White haven built, only four years old, well found burthen one hundred & sixty tons. I am impatiently waiting to receive Orders how to dispose of the Brig *Tryton*, for want of articles to make up a small cargo, just to put the paquet in a set of Ballast I shall send part of the *Trytons* Cargo of Sal[m]on in her, I shall send her away in three days from this if not prevented by the weather, wch has been rough for some time past, the Scho[oner] *Lynch* goes on this Errand, the Late commander Capt Ayres Refus'd to go with less than twenty men, and four guns to support the dignity of his commissn we are luckily rid of him I have got a man who will answer the purpose exactly, He be bound for his abilities & Vigilance, Why should Ayres like a rotten limb be supported, by the usefull members After I had seen the counsel and concluded to send the *Lynch* a Committee was sent from the board to acquaint me they did not like my Capt but before the Conference I had chang'd him gratefully to there Satisfaction. I leave you to judge Sir if that man is deserving a Commissn who the council did not choose to trust, a paquet by, he is beyond dispute the most Bashfull man on earth

The *Lynch* & *Lee* are the only small Vessells imployd, the other two have been discharg'd some time since, Capn [John] Skimmer is nere Redy to sale on a Cruise in the *Lee* the late master having left her to go to Congress I have given a full Acct to the worthy president some time since of his Indolence in the Service <sup>3</sup> The board of War here have pick'd up every thing they Could buy for remittances to france I have borrowed of them a Trifle of potash & have bought [torn] Oil. I am Inform'd a remonstrance is to the Congress against Capt Roach [John Roche] who was late[ly] appointed to a ship a portsmo if that shod Operate to his dismission I hope Capt [John Paul] Jones will not be f[illegible] by the Honbl Maritime Commd Your kind Approbation of my conduct gives me the high[est] pleasure I shall always make it my study to merit it, the small Cargo I send in the paquet shall be address'd agreeable to order & the letter to Messrs Pliarne Penet & Co forwarded, I am fearfull I shall meet with difficulty in Circulating the Loan Certificate – As the treasurer gives his Notes the whole State his Security at 6 pCent however I'll do the best I can with them, – Messrs [Alexander] Rose & [Nicholas] Eveleigh are not yet return'd from the eastward, I hear they have made several purchases their, the Brig I sold them Saild this day for South Carolina, –

The information I gave on the former part of my letter of the *Joseph* being carried into providence proceeded from false information; on further enquirey I have seen the prize Master of the *Joseph* who was taken by a british Cruizer, and carried in to york, which I think will be better for the owners than if she had arriv'd at providence,<sup>4</sup> I make not the least doubt I shall be able to recover the full amount, but am I duly qualified with powers, I believe not, they should be sent forward without loss of time. –

I am distress'd at the detention of our two frigates – I have no prospect of their Sailing – [Hector] McNeill this day told me Six thousand dollars would put

him to sea in a fortnight, & this Evening I'll see Mr [Thomas] Cushing & will venture to furnish him with that sum, if he can raise it with the certificates, I know you lead at the Marine Board Sir for Gods sake & for the sake of the great cause let experienced men, men of intrepid resolution take the lead in the grand undertaking of Building the 74 Gun ship – I have sent a Schooner of 90 Tons to Baltimore, and a Brig of the like Burthen will follow her for Iron &c – I am with all due respects [&c.]

- 1. John Bradford Letter Book, vol. 1, LC.
- 2. See Bradford to Morris, October 22, 1776, Volume 6, 1360.
- 3. Captain Daniel Waters.
- 4. The *Joseph*, taken by Captain Barzilla Smith, in the privateer *Eagle* owned by Elijah Freeman Payne, was retaken by H.M. Sloop *Merlin*, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

PETITION OF EDWARD GRAY TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble Council of the State of Massachusetts Bay  
The Petition of Edwd Gray in behalf of William Rotch & others as p Schedule annex'd Merchts & Inhabitants of Nantucket – Humbly sheweth – That, by an Act laying an Embargo upon all shipping, they are prevent'd procuring their summer Supply of salt, which is absolutely necessary for them to carry on their Fishery, the Whale fishery which was formerly their whole dependance being now entirely stop't, they are oblig'd to recur to the Cod Fishery for a support which cannot be carry'd on without salt, & unless they have liberty granted them to procure it they cannot subsist, – That, the Island from the Nature of it's soil is incapable of producing Corn or any other Grain sufficient for One Quarter of the Inhabitants, that, formerly they wholly depended upon Philadelphia, New York & Long Island for their supplies, which Resources are now cut off, & unless they can procure Corn &c they must be reduc'd to the greatest distress – That, previous to passing the Act Mr Rotch had prepar'd a Vessell ready to take on board a Cargo he had already purchas'd consisting of 40 m Lumber 60 barrels pickled fish 180 shook hogsheads & hoops for the Voyage, all which are now upon hand, & if the fish is not allow'd to be exported it must inevitably spoil – That, Mr Rotch has a large sum of Money in the hands of a French Merchant in Hispaniola which if not speedily secur'd will be wholly Lost –

All these Reasons your Petitioner humbly begs your Honors would take into Consideration, & grant liberty to the several Vessells to proceed their Voyages, & your petitioner as in Duty bound, will ever Pray

Edward Gray

[Enclosure]

[O]wners Names	Vessells & Names	Masters Names	Where bound
Wm Rotch	Schoo[ner] <i>Nightingale</i>	Jona Downes	Hispaniola
Do	Sloop <i>Sandwich</i>	John Elkins	for Salt
Saml Starbuck	Brigg <i>Katey</i>	Josh Gardner	Do
Do	Sloop <i>Dolphin</i>	Stephen Fish	Do
Benja Barney	Schoo[ner] <i>Olive Branch</i>	David Paddock	Do
			Do



[Endorsed] In Council Feby 17th Read & Committed to the Committee on Similar Petitions – Jn<sup>o</sup> Avery Dpy Secy  
In Council Feb. 19th 1777 – read and orderd that the Prayer of the above Petition be granted –

1. Mass. Arch., vol. 166, 252–53.

PETITION OF THOMAS NEWBERRY, JR. TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To The Honble the Council of Massachusetts Bay –

Thomas Newberry late Superintendant of the *Mellish* Transport Bound to Quebec, & taken by the *Alfred* Commanded by John Jones Esqr in Continential servce humbly begs leave of the Honble Council permission to return to Europe, by a Vessel going from this Port, which sails in a few days. their goodness he hopes will take his Petition into consideration, & kindly permit him to return home, where he will have it in his powr to act according to those principals he has ever addopted, since the Unfortunate disturbance has been between England & America & shall with gratitude, as well as pleasure, Acknowledge the goodness of the Honble Council – and as in duty bound shall ever pray

Boston Feby 17th 1777

Tho<sup>s</sup> Newberry Jr

[Endorsed] In Council Feby 24th 1777 Read and Ordered that the Prayer of the within Petition be granted and that the Petitioner be and he hereby is permitted to take Passage on Board the Briga called the *Lord Lifford* whereof is Commander John Jones bound for Cork in Ireland – Said Newberry be not allowed to carry any Letters or written Intelligence with him and the Comittees of the Town from whence the Said Briga is to sail are hereby directed to see that the Conditions be complied with –

Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 166, 255, 255a.

MASSACHUSETTS BOARD OF WAR TO SAMUEL & ROBERT PURVIANCE, BALTIMORE <sup>1</sup>

Gentn

War Office, Boston Feby 17th 1777

Your Favour 3d Feby is before us, observe what you say relative to the Danger of Navigation in your Bay, find it necessary however to run all Hazards, our determination being to have some Pig Iron, & Flour at all Events, are there[fore] of the same sentiments as when we wrote last, with regard to shipping the Pig Iron, to which Purpose shall dispatch two Schooners immediately to your Address.

When the Risque is not desperate you will therefore be pleas'd to conform [to] our Directions, relative to shipping us Flour, Bar, & especially Pig Iron.

By order of the Board,

Sam<sup>l</sup> Phps Savage

1. Mass. Arch., vol. 151, 41, Letters from the Board of War, 1776–1780.

MASSACHUSETTS BOARD OF WAR TO JAMES WARREN <sup>1</sup>

[Extract]

War Office, Boston Feby 17th 1777

The two Schooners soonest ready please to dispatch to Baltimore, in Ballast to the address of Messrs Purviance, with the Letters inclos'd with orders to Dun-

nage 2 foot, or 2½ feet, & bring back a Load of Pigg Iron, to Plymouth, Boston or any other safe Port in this State. —

. . . we have engag'd Pay to no Masters or Seamen in Case of Capture, the difference of Wages between War & peaceable Times is a consideration for the risque of Capture: —

. . . If the Masters of the Schooners bound to Baltimore think the Risque desperate, they are directed to run up to Philadelphia, & apply to Mr Andrew Black for Cargoes. . . .

1. Mass. Arch., vol. 151, 45–46, Letters from the Board of War, 1776–1780.

#### MASTER'S LOG OF H.M.S. *Diamond*<sup>1</sup>

Febry 77	Remarks on board his Majestys Ship <i>Diamond</i>
Monday 17th	Boat Employed Rowing guard as before
	Modr and fair wr at ½ past 5 P M Saw a brigg & a Sloop
	comeing out of Providence river Made the Signal to the
	<i>Centurian</i> for the gundlo which came at 7 Sent her away with
	Sd Lieut and Mariens and the flat Boat Mand & armed the
	[sic] Saw a Number of Rebels on Popasquash point which fired
	at our boats with small arms our people Returned it with ?
	great guns

1. PRO, Admiralty 52/1699.

#### NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT BRIG *Defence*<sup>1</sup>

1777	The Brig <i>Defence</i>	Dr
Jan 1	To Cash advanced Eb Webb for boarding	
	George Moshure	Jese Jecocks
	Seth Burr	Isaac Elwood
	Robt Tamage	Gabriel Allen
	Abraham Bulkly as p Bill	
	To pd Jas Robeson boarding Peter Curtis	1 . 4 . . —
	For John Hill	2 . . — . . —
	& Moses Cam	2 . 10 . . —
	pd Wido Cotter for Nursing	
	Thos GreenWell	
	pd for sheet & shirt	
	pd Brooks for a coffen	
	pd the Saxton 12/	
	To pd Jas Robeson board Peter Curtis	1 . . — . . —
	To pd Jas Robeson boarding Moses Cam a 2d time	1 . . 7 . . 6
	To pd Wheeler Brown boarding Prosper Brown	2 . . 5 . . 0
	To pd Doc John Scotts for J L Rowley	1 . . 4 . . 6
	To pd Daniel Colver for a Coffen for	0 . . 8 . . —
	Thos Jones pd Davd Lewises Bill for do }	2 . . 8 . . —
	and the Saxton	0 . 12 . . —
	To Doc Ushers Bill 22/7	1 . . 2 . . 7
	To pd Doc Wolcotts Bill	9 . 19 . . 0

	To pd John Way's Bill boarding Nehemiah Whitney	1. 16. .0
	To pd Robt Fowler boarding Daniel Keely	3. .- .-
	To pd Icha Powers boarding Geo Newcomb	4. .4. .-
	To pd Jas Robesons Bill boarding Moses Cam & John Still Jona Starrs Bill for coffin and Saxton 12/ & 18/ }	2. 17. .6
Febr 17	To pd do for 1 Week board of ditto 20/, do 20/, } do 20/, pd do pr Bill }	3. 16. .-
21	To pd Ceazer Bolles boarding Emerson Hewet 1 Week	0. 10. .-
	pd do for ditto	1. 10. .-
	To pd for 4 Weeks board of Gillam Vail a 12/	2. .8. .-
	To pd Doc Waldos Bill for ditto	1. 10. .-
	To pd John Davis Bill board Dan Kelley	3. .0. .0
	To Davd Lewis's Bill for Thos Graystock	6. 12. .0
	To Doc Thos Coits Bill	5. 10. .0
	To pd Jona Jarvis Board	3. .- .-
	To pd Nathan Douglass Bill boarding M Talmage	4. 10. .-
	Propser Brown acct	2. .8. .4
	To pd Doc Wolcotts Bill for ditto 2d time	1. .5. .6
	Doc Wolcotts Bill a 3d time	11. 10. .0
	To pd Eph Miner's Bill for Boarding Davd Jenings	3. .0. .0
Feb 17	To pd Mrs Leets Bill boardg Abr Buckley & Seth Burr	5. .8. .-
	To pd Mrs Leets 2d Bill for ditto	4. 12. .-
	To pd Mundator Tracy boardg Doc Ezra Bushnell	6. 14. .-
	pd do for do	3. 18. .-
	To pd Jas Carews Bill for do 41/6 do for do 12/7	2. 14. .1
	To pd John Owens Bill for ditto	0. 12. 10
	To pd Manuel Boax Bill for Boarding Simon } Diosbrew & Thos Norris }	1. 18. .9
	To pd Jona Calkings Board	4. 10. .0
	To pd Doc Perkins Bill for Ditto	0. 15. .0

1. Nathaniel Shaw Papers, Ledger 9, YUL.

#### JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

[Lebanon] Monday 17 February, 1777.

The Hono. Continental Congress having on the 23d of January, 1777, resolved that two frigates, one of 36 and the other of 28 guns, be immediately undertaken in the State of Connecticut; and whereas the Marine Committee on the 28 of January, 1777, ordered that Col. [Oliver] Wolcott transmit to Gov. Trumbull the resolve of Congress of Jany 23d for building two frigates in Connecticut and that he impower Gov. Trumbull and his Council to determine upon the places where they shall be built and to appoint proper places [*sic* persons] to execute and superintend the business; and whereas Col. Wolcott by his letter of the 29th Jany *ulto* has inclosed said resolve and order, and has in pursuance of the same impowered said Governor and Council for the purpose aforesaid:

Now therefore, by virtue of the power and authority as aforesaid, the said

Governor and Council have and do determine that one of said frigates, *viz*: that one of said frigates 36 guns, be built in the river called Thames, between Norwich and New London, and do appoint Cap. Joshua Huntington of Norwich to execute and superintend the building of the same.<sup>2</sup>

1. Hoadly, ed., *Connecticut State Records*, I, 175–76.

2. *Ibid.*, 176, 177, on February 18 the Council resolved: “that the other, *viz*: that of twenty-eight guns, be built on Connecticut River at Chatham, and do appoint Capt. John Cotton of Middletown to execute and superintend the building of the same.”

ROBERT MORRIS TO CAPTAIN ELISHA WARNER, CONTINENTAL SLOOP *Fly* <sup>1</sup>

Sir

[Philadelphia] Feby. 17th 1777 –

Since writing the annexed orders <sup>2</sup> I have received advice that it is reported in the West Indies that this City is in the Hands of the enemy in consequence of which all the homeward bound Vessells are going into Cheseapeake Bay where inevitably they will fall into the enemies hands, therefore as soon as you deliver these dispatches to Captain Biddle which you must first perform and then proceed to Cruize off[f] the Capes of Virginia keeping outside of the enemies men of war, and give all inward bound Vessels notice of their danger and that our Bay is clear of the enemy. Keep A Sharp look out A Long shore and you will retake some of the Prizes they are sending to New York I am Sir [&c.]

Rob<sup>t</sup> Morris V: P:

1. Marine Committee Letter Book, 58, NA.

2. Orders of February 15.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Philadelphia, February 17th, 1777.

*Resolved*, That in Consequence of advice from Thomas Savadge, at the Pennsylvania Salt Works on Tom's River, of a design of the Enemy against those works, and of a Letter from Rob<sup>t</sup> Morris, Esq<sup>r</sup>, one of the members of Congress recommending it to the attention of this Council, The armed boat called the *Delaware*, under the Command of Richard Eyre [Eyres], Esq<sup>r</sup>, be immediately fitted out and ordered to proceed, with all expedition, to the said Works, there to remain for the defence thereof, untill further orders from this Board.

1. *Pennsylvania Colonial Records*, XI, 125, 126.

*Pennsylvania Evening Post*, TUESDAY, FEBRUARY 18, 1777

Philad. Feb. 17, 1777.

Taken out of the Rising Sun beer-house, in Chestnut-street, opposite Mr. Israel Pemberton's, the following articles, *viz*. A suit of blue clothes trimmed with gold, the uniform of the Captains of the navy belonging to the United States of America, eight ruffle shirts, six pair of stockings, three of which were never wore, and a silver stock buckle. The whole was in a small trunk covered with red leather, and tinned around the edges. Whoever gives information to the printer hereof where the above articles may be found, shall have Twenty Dollars reward, and no questions asked.



N. B. If they should be offered for sale at any vendue, the owner of the vendue is desired to stop them.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Baltimore] Monday, February 17, 1777

On motion, *Resolved*, That the Marine Committee be impowered to advance twenty dollars to each seaman, who will enter to serve on board the *Lexington*, the same to be deducted out of their share of the prize money, arising from the captures made by the said *Lexington*.

*Resolved*, That the Marine Committee be directed to deliver the *Lexington*, when fitted for the sea and manned, to the order of the Committee of Secret Correspondence.

~~Resolved~~ *Ordered*, That the Secret Committee forward to the council of Massachusetts bay, a copy of the resolution of the 5 instant, ~~impowering them to apply to the Several States for the use of one of the armed vessels belonging to the respective States the Commissioners at the Court of France to send 80,000 blankets &c requesting the several States to order their armed vessels into the service of the united States, under the direction of the Secret Committee; and that they request the said council to send at the expence of the Continent a trusty person, in one of the armed vessels belonging to their State, with the said resolve, and bring back part, who shall take charge of such papers as shall be entrusted to him by the Secret Committee, and who shall govern himself agreeable to the orders he shall receive from the said Secret Committee.~~

1. Ford, ed., *JCC*, VII, 126, 127, 128–29.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

In secret Committee of Congress

Honorable Gentleman

We have the honor to inclose you a Resolve of Congress that is of great Importance to the public Service, which has suffered considerably the last Fall, and during this Winter, by the insufficient manner in which our Soldiers were clothed. Having found much Delay heretofore in getting Cloth made up, the Congress desire that 40,000 compleat Suits of Soldiers Cloaths may be sent.<sup>2</sup> In giving directions for the making these Cloaths, it may be necessary, Gentlemen, to inform that both the Coats and Waistcoats must be short skirted, according to the dress of our Soldiery, and that they should be generally for Men of stouter make than those of France. Variety of Sizes will of course be ordered.

The Eastern Ports are generally entered with so much more Safety than the Southern, that we recommend the former for these Goods to be sent to, giving Orders to the Captain to inform Congress immediately of his Arrival, either by Express or by personal Attendance. We expect this Letter will be delivered you by Capt Johnston [Henry Johnson], Commander of the *Lexington* armed Vessel, and as the Congress are very anxious to hear from you, it is probable Capt Johnston will not remain long enough in France to get either Cloth or Cloaths in any

quantity, but since it is necessary for the health of the Soldiers to cover them from the Dews of Summer it will be of great Advantage to send a considerable quantity of Blankets and Tent Cloth by the Return of the *Lexington*, with Stockings, Flints, & Muskets with Bayonets. The Soldiers Cloaths and the Cloth should be so contrived as to reach North America by the month of September at furthest.

We are with esteem, honorable Gentleman [&c.]

Richard Henry Lee    Fra<sup>s</sup> Lewis    W<sup>m</sup> Whipple

Copy.

Baltimore in Maryland Feby 17th 1777

1. Stevens, ed., *Facsimiles*, No. 25.

2. Resolve of February 5, 1777.

*Dunlap's Maryland Gazette; or, the Baltimore General Advertiser*, TUESDAY,  
FEBRUARY 17, 1777<sup>1</sup>

Baltimore, Feb. 17, 1777.

Wanted.

A considerable quantity of white oak knees, and sixty rising timbers for Ship building. — The knees must be 5 feet long in the body part, and 4 feet in the arm, on the inside — to side 8 inches and a half — to have proportional thickness in and out, and to be perfectly sound. The rising timbers must be from two feet and a half rising in each arm, with various degrees of rise to a square. Those of the least rising to be 8 feet long in each arm from the Throat, and not less than 20 inches deep in the throat. — Those of the greatest rising to be 7 feet long in each arm, to side to 12 inches at least. They must be all of the soundest and best timber. Two Dollars for rising timbers, and One Dollar for knees, answerable to the foregoing descriptions, shall be paid for them on delivery at Fell's Point, if delivered within five weeks from the date hereof. — Any person inclineable to contract for delivery of said rising timbers or knees, may apply to me.

George Wells:

1. Printer dated this issue in error; should be February 18.

S. S. COALE TO DANIEL OF ST. THOMAS JENIFER<sup>1</sup>

Sir./.

Baltimore Feby [17] 1777

I find upon enquiry that a Lieutenancy of Marines in the Ship *Defence* is vacant, wch I should be very glad was filled by a Brother of mine Thos Coale; he has had for some time past a desire of entering in the Naval Service, & I think would execute his commition with Spirit & fidelity —

Your influence towards his being appointed to the above vacancy will ever be acknowledged as the greatest Obligation You could confer on    Sir [&c.]

S. S. Coale

1. Red Book, XIX, Md. Arch.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. <sup>1</sup>

February 1777                      Cape Henry So 49W    Distance 9 Leag  
 Monday 17th                      At 7 AM saw a Sail to the NW    out all Reefs and gave Chace  
    at ½ pt 8 Fir'd 2 Shot & brot too a Sloop from Boston in Bal-  
    last,    took her Crew out and Burnt her.<sup>2</sup>

1. PRO, Admiralty 51/694.

2. Sloop *Molly*, Uriah Atkins, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN JOHN COLPOYS, R. N. <sup>1</sup>

By James Young Esqr Vice Admiral of  
 the Red &ca &ca

You are hereby required and directed to proceed forthwith to Sea in His Majesty's Ship *Seaford* under Your Command and Cruize between the Latitudes of 13 to 15 North & Longitude 57 to 60 West, where you are to use your best Endeavours to make Capture of any Privateers Armed Vessels, or Trading Vessels belonging to the American Rebels you can meet with, pursuant to the General Orders you have already received from me concerning them, taking care likewise to Comply with my Order to You dated the 8th Feby Inst should You fall in with any Convoy from England, or Ireland &ca bound to these Islands; and You think it necessary for their Safety; you are to accompany and protect them as far as may be needful; and then return to your above named Cruizing Station, and should you obtain any particular Intelligence, you are at Liberty to extend Your Latitude or Longitude, in order more effectually to annoy the Enemy: You are to remain on this Service till the 15 March, and then make the best of Your way to Carlisle Bay Barbadoes and wait the arrival of the February Packet from England, and receive from her what Letters she may bring for me, and the Officers of the Squadron under my Command and then immediately return and join me in English Harbour Antigua; for which this shall be your order.

Given &ca at English Harbour the 17th Feby 1777

Jam<sup>s</sup> Young

Memo    Should you happen to fall in during your Cruize with any of the American Squadron, coming to this Island to clean and Refit You are to acquaint their Captains it is my Directions that they call at Prince Ruperts Bay Dominica and, compleat their Wood and Water before they proceed to this Island.

1. PRO, Admiralty 1/309.

"EXTRACT OF A LETTER FROM DOMINICA, FEB. 17." <sup>1</sup>

We have just received advice of a Guineaman, three vessels from Newfoundland, and a store ship, being taken and carried into Martinico, and a Guineaman carried into Guadaloupe.

1. *London Chronicle*, May 17 to May 20, 1777.

18 Feb.

JOHN LANGDON TO WILLIAM WHIPPLE <sup>1</sup>

[Extract]

Portsmo Feby 18th 1777

. . . Capt Roches Ship is now going on, haveg just had Snow to get the timber hawled, shall be able to get her off, in good Season; am much Afraid, shall not get Canvas and Cordage, the *Raleigh* laying waitg for guns, trying to get them Cast at Massachusetts have got Abt fifteen hundred Tuns of Timber Cut, and hawled for the 74 gun ship – Since the Snow is Come within few Days, have had upwards one hundred Teams at work every Day –

I have Since begin[nin]g this letter Recd yours of the 3d Instt Inclos[*in*]g that Brute of Britain's Speeches, what a poor Crying Devil he is become – the time is not far off I hope when we shall hear of his Decapitation – am glad that I am like to have money by Mr Belton; you'll See from time to time what moneys I may want: it will take Considerable sums to Carry on the business – such Numbers of men at work, must be paid every fortnight, provisions high &c. Cordage Canvas Iron &c for Roches Ship, and in Case the *Raleigh* should get her guns; they will Cost large sum money and a Considerable sum to pay her off – no prizes come in – the *McClary* <sup>2</sup> just Arrived only one Transport Brigt this Cruize the *Portsmo*[*uth*] 20 gun ship Capt [Robert] Parker Sails first wind – has only small guns, from the West indies; –

We have got some large Masts hawled, it will be Absolutely Necessary to have, a Dock yard here for Masts: as the large Trees are very Deficult to be had and very high: This Matter I should be glad might Come under the Direction of your Brother – as there will be two Leiutents appointed for Roach, I would have you mention, Capt Thomas Dalling and Capt Elijah Hall, who was in Thompson's ship, both very good men as can be had for the purpose, pray have this done Directly and inform me, as they are waitg for your Determinat[*io*]n – I thank you for your Attention to the business; and much Depend on your forwardg money that may be Necessary with every order that is sent down without which the business must suffer unless some Prizes Come in of which you will be informed, in season

P. S. for the Secret Committee I am in present Want of abt fifteen thousand Dollars, for the use of the *Raleigh* before going to Sea Say twenty thousand Dollars for Roches Ship. Suppose Thirty Thousand Dollars, for the 74 for Timber Plank &c at present. . . .

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. New Hampshire six gun privateer schooner, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, IX, NA.

CAPTAIN THOMAS THOMPSON TO CAPTAIN HECTOR McNEILL <sup>1</sup>

Dr Sir

Portso 18th Feby 1777

I have a man by the name of Patrick Lynch which formerly belongd to the *Boston*, he shall be given up any time to your order – Should be glad to know how Privateering gos on in Boston I am e[n]gaged in a deep dispute with the Genl Court of this State in Consequence of their giving one Leave to Sail She has 80 Seaman 50 Landsmen I have provoked them to the Last degree by



pointing out their Errors I here you are almost ready to Sail Should I not see you again I wish you every Success Yrs [&c.]

Tho<sup>s</sup> Thompson

1. John Barry Papers, Naval History Society Collection, in Martin I. J. Griffin, *Commodore John Barry* (Philadelphia, 1903), extra illustrated edition, NYHS.

#### EMBARGO AGAINST SHIPMENT OF CERTAIN GOODS FROM NEW HAMPSHIRE <sup>1</sup>

In Committee of Safety, Portsmouth, Feb 18, 1777.

Notice is hereby given, that by Order of the Hon. Committee of Safety of this state, an embargo is laid on the following articles, which are forbid being sent out of this state, either by land or water, viz. Rum, molasses, sugar, cotton wool, sheeps wool, flax, coffee, cocoa, chocolate, linnen, cotton and linnen, wollen and cotton goods of all kinds. – Provisions of all and every sort, – Shoes, hides, deer, skins, sheepskins, and leather of all kinds. – In case any of the inhabitants of this town shall attempt to break through this regulation, it is desired that the maratime officers may be informed thereof, in order that they may be prevented.

By order of the Committee,

H. Wentworth, Chairman.

1. *The Freeman's Journal*, February 18, 1777.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Tuesday February 18th 1777

Petition of Silvanus Hussey setting forth that he has a Vessel & Cargo intended for a Voyage to South Carolina to export a Cargo of Rice & from thence to Bilboa &c praying for permission to prosecute such a Voyage. To the Naval Officer of Nantucket Permit the Brig *Wolf* owned by Silvanus Hussey whereof Shubael Worth is Master to take on board One hundred and Seventy barrels of Oil and ten Hogsheads of Sugar each Twelve hundred Gross Weight and proceed on her Voyage to South Carolina there to take on Board a Load of Rice and proceed to Bilboa provided said Vessel be man'd with the Denomination of People called Quakers said Master giving Bond that he will import into this State as soon as may be in said Vessel Salt, Woolens, Blankets, Duck, Hemp, and Cordage and other Military Stores –

Petition of Andrew Cabot praying for Permission to send the Ship *Rambler*, in Ballast, to Carolina there to Load with Rice & proceed to some Neutral Port in Europe for Salt

To the Naval Officer for the Port of Salem – Permit the Ship *Rambler*, owned by Andrew Cabot to proceed on her Voyage to Carolina in Ballast there to load with Rice and then to proceed to some Neutral Port in Europe the Master of which giving Bond that he will import in said Ship into this State, Salt, Woolens suitable for the American Army and Military Stores to the amount of said outward bound Cargo – the Dangers of the Seas & Enemy excepted.

On Motion Ordered that 11 o'Clock to-Morrow Morning be assigned for the choice of a Commander for the Brig named the *Massachusetts* in the Room of Capt John F Williams who has resigned the Command & in Consequence of an Application from the Board of War.

1. Mass. Arch., vol. 20, 274, 275.

PAROLE OF AZARIAH UZULD, MASTER OF THE PRIZE SHIP *Julius Caesar* <sup>1</sup>

State of Massetts Bay

Council Chamber Boston Feby 18, 1777

I Azariah Uzuld being on a passage from London to Halifax on board the Ship *Julius Caesar* was made prisoner by John Foster Williams Commander of the Sloop *Republic* and sent into this port in the month of August last –

And whereas the Council have at my request permitted me to depart from this State to New York or Halifax, giving my Parole and engaging to do all in my power to procure the Liberation of some one person of equil Rank with myself belonging to this State detained as a prisoner at either of the places mentioned above – And that I will not directly or indirectly give any Intelligence whatever to the Enemies of the United States of America, or do or say any thing in Opposition to or in prejudice of the Measures and proceedings of any Congress for the said States during the present troubles, or untill I am duly discharged,

Az<sup>r</sup> Uzuld

1. Mass. Arch., vol. 8, 217.

GOVERNOR NICHOLAS COOKE TO SAMUEL PURVIANCE <sup>1</sup>

(Duplicate)

Providence February 18th 1777

Sir The very great Scarcity of Flour, Bread and Iron in this State, and the danger of the Inhabitants suffering for want of those necessary Articles have induced the Council of War, to fit out the Sloop *Diamond* Timothy Coffin Master to your Address to procure them. –

We inclose you a Draught upon the Continental Treasurer for a sufficient Sum of Money to lade her, and desire that you will put on board her Ten Tons of Bar-Iron if to be procured otherwise Fifteen Tons of Pig-Iron, to fill her Hold with Flour and her Steerage and Cabin with as much Bread as she can with any Convenience take in. – I am in behalf of the State Sir &c.

Nich<sup>s</sup> Cooke Govr

1. Emmet Autograph Collection, NYPL.

GOVERNOR JONATHAN TRUMBULL TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gentlemen

Lebanon February 18th 1777

I was notified by Colo. [Oliver] Wolcott of the resolve of Congress of the 23d January and your resolve upon the same of the 28th of January, directing Colo Wolcott to empower me with my Council, to determine the places where the two Frigates, ordered to be undertaken in this State, should be built, and to appoint proper persons to superintend and execute the business, which I have communicated to my Council, and, by their advice, have ordered that the 36 Gun Frigate be built at Norwich on Norwich River, and the 28 Gun Frigate at Chatham, on Connecticut River, and have appointed Capt Joshua Huntington of Norwich to superintend the building the 36, and Capt John Cotton of Middletown to superintend the building the 28 Gun Frigate, and as the season is at present peculiarly opportune, have advised them to procure the timber to be cut without delay, I need not suggest the expediency of their receiving early instructions for their gov-

ernment in prosecuting the business, and such sums of money as will be necessary to put it forward, and am Gentlemen with great Respect [&c.]

J—T

1. Trumbull Papers, Letter Book IV, 98–99, ConnSL.

JOHN LANSING, JR. TO CAPTAINS DANIEL SCOFIELD AND ISAAC SEAMAN <sup>1</sup>

Gent: Head Qrs Albany Feby [18, 1777] <sup>2</sup>

You with the Sailors under your Command will immediately repair to Tyonderoga and put yourselves under the Command of Colo: [Anthony] Wayne who will employ you in such Services as he shall think necessary until Lake Champlain becomes navigable when you will be ordered on Board the Vessels. By order &c

J. Lansing Junr Secy

1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL. Lansing was military secretary to General Schuyler.
2. Date is blurred, and is approximated by placement in Schuyler Papers.

ROBERT MORRIS TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

[Extract]

Philada Feby 18th 1777.

Honorable Gentlemen. By this Opportunity I forward you Sundry dispatches from Congress and the Committee of Secret Correspondence Still at Baltimore, and from them I have just received the enclosed resolve of Congress dated the 5th Inst Copies of which I Shall transmit you by various Conveyances, in order that you may give orders for procuring the Articles required and to have them Collected ready for Embarkation the places of their destination are not yet fixed but you will hear from the Committee or from me very Soon on that Subject, in the mean time the Articles may be provided and you may rest Assured of our utmost exertions to make you effective remittances to Answer all your Engagements – We have at length got one of our Frigates the *Randolph* Capt Biddle Cruizing on this Coast to meet any Single Frigates of the Enemy and hope for good Accounts from her, She Sails fast is well Manned and Appointed, others will Soon join her and our utmost ex[e]rtions will be used to put the Navy on a respectable and formidable footing fast as possible. . . .

1. Silas Deane Papers, ConnHS.

JAMES TILGHMAN TO HIS BROTHER <sup>1</sup>

[Extract]

Philadelphia feb. 18th 1777

. . . Our Intelligence from New York that they [the British] have built 20 row Gallys and are about building several Redaus which are a very large kind of floating Battery so Constructed as to sail They say these are to carry 1000 men each and 40 Pieces of heavy Cannon yet to draw but four feet water Their use is either to act against Shipping in smooth water or to land great bodies of men expeditiously under the Cover of their Cannon they had a small one upon Lake Champlaine which made prodigious havock amongst our Row Gallies The men fight under Cover and are safe from the danger of Musquetry These Machines will play the Devil along shore in a thick settled Country . . .

1. William Paca Papers, MdHS.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO THE AMERICAN  
COMMISSIONERS IN FRANCE <sup>1</sup>

In Secret Committee of Congress

Honorable Gentlemen

Baltimore Feby 18th 1777

You will receive herewith a Copy of our Letter of Yesterday by the *Lexington* with its enclosures. This goes to Boston for a Passage from thence. An armed Vessel belonging to that State will carry the dispatches, & will be governed by your directions respecting her Load back, & the Time of her return. Should you have failed in obtaining the Loan, or of getting the Cloth, Cloaths, &c mentioned in the Resolve of Congress, you will please turn the Vessel over to Messrs Thomas Morris & William Lee, or either of them to receive such Continental Cargo as they may be enabled to send in her. Unless you should be of Opinion that the public Service requires that she should return immediately to North America with your dispatches, in which case you will direct what you judge best for the public good. We are with perfect esteem, honorable Gentlemen [&c.]

Richard Henry Lee  
Fra<sup>s</sup> Lewis  
W<sup>m</sup> Whipple

1. Lee Papers, UVL.

WILLIAM WHIPPLE TO JOHN LANGDON <sup>1</sup>

My Dear Sir

Baltimore 18th Feb 1777

Your favor of 23d ulto by Capt [Samuel] Tucker is just come to hand: 42,000 dollars are on the way to you and I hope will be in your possession long before this reaches you – the letters you refer to I have not seen – viz those to the Secret and Marine Committees – I shall pay due attention to them when I know their contents – the letter you refer me to concerning the guns from Connecticut is not come to hand – I am therefore in the dark about that matter – this I know that Governor Trumbull was desired to spare the guns he had provided for the ship built in Connecticut to the *Raleigh*, provided others could be procured in season for the *Trumbull* and as I have heard that Capt Manly has been in Connecticut after guns and have since heard he has guns for his ship, I suspect there has been some underhand dealing in this business, and think the villainy should be brought to light, therefore hope you'll spare no pains to get to the bottom of it, – in order thereto it will be necessary to know of Govr Trumbull at whose request they were spared to Manly.

Congress are about returning to Philadelphia – I believe they will adjourn thither next week till then I do not expect to have it in my power to send you the dimensions of the 74 gun ship – nor do I suppose it indispensably necessary at present, as the timber may be getting and other materials preparing while the workmen are employed on the other ship.

I am exceeding fearful of the vessels you are sending to this place and Virginia, as there are several ships now in Chesapeake Bay who have taken many vessels, but I have no order to direct them to be stopped but shall take the earliest opportunity to consult the Committees and write you fully on the subject – in the mean time hope



no time will be lost in getting them ready for sea. In great haste I am your friend  
[&c.]

W<sup>m</sup> Whipple

1. William Whipple Papers, Force Transcripts, LC.

ACCOUNT OF SALE OF THE PRIZE BRIGANTINE *Mary Ann*<sup>1</sup>

Baltimore the 18th Februy 1777 –

Sales of Brigt *Mary Ann* & Cargo lately made Prize by the Brigantine  
*Lexington* Commanded by Willm Hallock Esqr & Sold by Virtue of a Decree  
of the Honble Court of Admiralty for the State of Maryland –

To whom Sold	What sold	Amount
Robt Purviance	1 Anchor Wt 12 lb	107.10..–
David Stewart	1 ditto 6 lb	32.10..–
Saml Purviance & Co	119,000 feet Mahogany 27/6	1636..5..–
	17 Tons Chip'd Log-wood 122/6	104..2..6
	15 do unchip'd do 95/	71..5..–
		1811.12..6
		1951.12..6
Cashe Received	Brigne <i>Mary Ann</i> with her Materials p Inven- tory –	3050
		5001.12..6

Charges Vizt –

paid Advertizing Sale in papers & Hand Bills	11..3
paid Captn Gilchrist Balances of Wages for himself & the Crew of the Brigne <i>Mary Ann</i> p Acct Settled	354.11..–
To Solmon Horsewhip a Sailor on board the <i>Mary Ann</i> for Balance due him for Wages till the time of his Death p Captns Acct	29.12..–
paid Judges fees on Condemnation	3..2..6
paid Marshall's do on do	1..–..–
paid Registers do on do	6.12..6
paid Advocates do on drawing & prosecuting Libell.	15..–..–
paid Cryer Giveing Notice Sale at Town & point	7..6
paid the following things Wanting in Inventory & Valued by Wm Johnston	
1 New Lower Steering Sail & 2 topmast do	£ 55..0..0
2 New Boat Sails	9..0..0
1 Top Galt Sail & fore Stay Sail & } 1 main topmast Stay Sail }	13..0..0

ACCOUNT OF SALE OF THE PRIZE BRIGANTINE *Mary Ann* [continued]

[Charges Viz]

2 Wood hand pumps a Quantity			
of Scuper Nails 2 Lanthrons			
1 Compass 3 Spare log lines			
1 two hour Glass 1 dep sea lead			
2 hammers 1 frying pan 1 Tin			
Tea kettle 1 Black Jack 1 Car-			
penters Axe a Quantity of Oil	8..0..0	85..0..0	
Commn on Sale Cargo £1951.12.6			
a 2½ p	48.15..9}	79..5..9	
on Sale Vessell 3050 1 p	38.10..0}		575..2..6
Errors Excepted 24th April 1777	Neat proceeds		£4426.10..0
	David Stewart	Marshall -	

1. Admiralty Court Papers, Box 1, Folder 9, 1776-1781, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL<sup>1</sup>

[Williamsburg] Tuesday the 18th day of February 1777.

Ordered that the Register of the Court of Admiralty, be directed to furnish this Board with a List of the Crews, libelled in the said Court.

All Captains, Mates, and Mariners who have been taken on Board any British merchant ships, and who now remain prisoners on parole in this Commonwealth, are directed to repair to this Board with all convenient speed in order to their being exchanged and the several Officers of this State in whose custody any such prisoners are; are required forthwith to send them to the City of Williamsburg; and it is ordered that copy of this Requisition be published in the Virginia Gazettee.

The Board, finding it absolutely necessary in Order to procure Arms, and other Articles for the use of this State, to lodge a sum of money in the west Indies for that purpose, finding the Commodities of this State too bulky and unprofitable to be exported in small Boats, which for the sake of expedition and safety must be employed, have come to the Resolution of purchasing Indigo in South Carolina to the value of ten thousand pounds, to be carried from Charles Town in boats to the agent of this State in the West Indies, and for that purpose have employed St George Tucker esquire to negotiate the Business at Charles Town, in Consideration of which he is to be allowed two and half per Cent Commissions, and the Liberty of transporting in the sd Boats Indigo on his own accompt to the value of two thousand pounds free of freight, he advancing to this State in the Hands of our Agent at St Eustatia on Loan the sum of one thousand six hundred and sixty six dollars to be repaid him here in paper dollars of this State, and that William Aylett esquire be directed to give the instructions necessary for carrying this Scheme into execution.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 348-49.

VIRGINIA NAVY BOARD TO WILLIAM HOLT <sup>1</sup>

Sir,

The Board having had frequent complaints from the Officers of the Navy that your provisions in general is very bad, therefore desire you'll imploy immediately Mr John Harris to inspect all such Provision as you may furnish the Navy with. —

(Signd) Thomas Whiting 1st Comr

[Williamsburg] 18th Feb. 1777 —

1. Navy Board Letter Book, VSL.

JOURNAL OF H.M.S *Phoenix*, CAPTAIN HYDE PARKER, JR.<sup>1</sup>

February 1777 Cape Henry So88W Distance 20 Leag  
 Tuesday 18th At 7 AM saw 2 Sail NWt & 1 to SEt Out Reefs set the Topgt  
 sails & gave chase to NW at 8 Smith's Island NW 4 Leagues.  
 Bore away & gave Chace SEt  
 Fresh gales & Squally at ½ pt Meridn Fired a Shot & Brot  
 too the Chace a Snow from Bedford in New England bound  
 to Virginia, sent a Petty Officer & six Men onbd to take  
 Charge of her,<sup>2</sup>

1. PRO, Admiralty 51/694.

2. Snow *Alexander*, Barnabas Gardner, master, with 30 hogsheads of sugar, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777. Journal of the *Phoenix* next day notes: "destroyed the snow."

WILLIAM BINGHAM TO THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

Gentn St Pierre Martinique Feby 18th 1777

I have the Honor to inclose you Bill of Lading for Six hundred & Sixty three Barrels of Powder, being Part of a Quantity which I lately received from the Continental Agent in France, for the Use of the different States; to be distributed amongst them, in Such Proportion, as their Wants may have a Call for — <sup>2</sup>

I am not confident that you will have occasion for So considerable a Quantity; but I could not let slip so excellent an Opportunity to secure it on the Continent, especially, as the present is a very favorable Time, on Account of the Season of the Year, to avoid the British Cruizers —

Upon the Arrival of this Vessel, you will please to inform the Committee of Secret Correspondence of it, which will greatly oblige Gentn [&c.]

W<sup>m</sup> Bingham

1. Red Book, XVII, Md. Arch.

2. Bill of lading noted that the powder was shipped on board the Maryland brigantine *Friendship*, Captain John Martin, Red Book, XVII, Md. Arch.

19 Feb.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Wednesday February 19th 1777

On Motion Ordered that a Warrant be drawn on the Treasury for One hundred and Eleven pounds Thirteen shillings and four pence in favor of Hon'ble

Richard Derby Esqr Agent for the Schooner *Diligent* & Sloop *Macchias Liberty* in full of his Account settled this day – a Warrant was drawn & Signed by fifteen of the Council.

On Motion Ordered that John Fisk have the Command of the Armed Brig called the *Massachusetts* belonging to this State & that Jonathan Harraden 1st Lieutenant on Board the Brig called the *Tyrannicide* be promoted to the Command of said Brig & that said Officers be commissioned accordingly.

1. Mass. Arch., vol. 20, 276, 277, 278.

MASSACHUSETTS BOARD OF WAR TO LUKE LAMBERT <sup>1</sup>

War Office,

Sir,

Boston Feby 19th 1777

The Board of War direct you to take Care of the Masts you mention'd to them as lying in Kennebeck River near your House, – they desire you to do whatever is necessary to prevent their being Carried away when the River breaks up – If any Person should offer to molest you in this Charge, or to take any of them away, you will make a Return of his Name to this Board: You will receive a proper Compensation for your Trouble. By order of the Board,

Sam<sup>l</sup> Phps Savage, Prest

1. Mass. Arch., vol. 151, 42, Letters from the Board of War, 1776–1780.

JOURNAL OF THE MASSACHUSETTS PRIVATEER BRIG *Rising States*, CAPTAIN  
JAMES THOMPSON <sup>1</sup>

Remarks Tuesday [Wednesday] February 19 – 1777

At 5 A. M, tackt Stood to the Westward heavy Gail & full of Snow

At 7 tackt Ship & Stood to the Eastward. Several of our people much frost Bitten –

Nothing more Remar[kable]: No Lattd in by Obsd

At 1 P M. fresh Winds at WNW Cloudy & thick of Snow

at 10 P M. Wore Ship Stood for Nantucket Island Being very much Clog'd with Ice & Snow & most of Our people Num'd

With the Cold & Several much frost Bitten.<sup>2</sup>

1. *Rising States* Journal, PRO, HCA 30/716.

2. Timothy Connor, a crewman, wrote a private journal of the cruise. He began the journal while a prisoner in England after capture of *Rising States*, and it was published in the *New England Historical and Genealogical Register*, XXX–XXXII.

OFFICERS OF THE CONTINENTAL FRIGATE *Warren* TO THE CONTINENTAL MARINE  
COMMITTEE <sup>1</sup>

No 1

On board the Ship *Warren*

Much respected Gentlemen

Feb'y 19, 1777.

We, who present this petition, engaged on board the Ship *Warren*, with an earnest desire and fixed expectation of doing our country Some Service; we are Still anxious for the weal of America, and wish nothing more earnestly than to See



her in peace and prosperity. We are ready to hazard every thing that is dear, and, if necessary, Sacrifice our lives for the welfare of our country. We are desirous of being active in the defence of our constitutional liberties and priveledges against the unjust cruel claims of tyranny and oppression, but as things are now circumstanced on board this frigate there Seems to be no prospect of our being Servic'able in our present Stations. We have been in this Situation for a considerable Space of time. We are personally well acquainted with the real character and conduct of our commander, commodore Hopkins, and we take this Method, not having a more convenient opportunity, of Sincerely and humbly petitioning the honorable Marine Committee that they would enquire into his character and conduct, for we Suppose that his character is Such, and that he has been guilty of Such crimes as render him quite unfit for the publick department he now occupies, which crimes we the Subscribers can Sufficiently attest.

Roger Haddock	Ja <sup>s</sup> Sellers
John Truman	Richard Marven
James Brower	George Stillman
Jn <sup>o</sup> Grannis	Barn <sup>a</sup> Lothrop
John Reed	Samuel Shaw <sup>2</sup>

P S Capn Grannis the bearer of this will be able to give all the information desired

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 225–28, NA.
2. The signers' assignments on board ship were: James Sellers, second lieutenant; Richard Marven, third lieutenant; John Grannis, Marine captain; George Stillman, Marine lieutenant; Barnabas Lothrop, Marine lieutenant; Roger Haddock, master; John Reed, chaplain; Samuel Shaw, midshipman; John Truman, carpenter, and James Brower, gunner.

*Connecticut Journal*, WEDNESDAY, FEBRUARY 19, 1777

New-Haven, Feb. 19.

Capt. Bonticoe, who sail'd from this Place, the first of January, to Europe, was, two days after (about 70 Leagues S.E. of Block Island) taken by the *Unicorn* Ship of War, and carried into New-York; <sup>1</sup> from whence Capt. Bonticoe and his People were sent to Newport, where they were all but two exchange'd and released, — one of them, a native of this place, having turn'd traitor to his country, and joined the enemy.

Capt. Francis Brown, of this Place, who some Time since sail'd on a Cruise, from Providence, in a Privateer, took a vessel bound from Gaspee, to Jamaica, with some fish, &c. and ordered her to this State, but she proving leaky, bore away for Martinico, where the vessel and cargo were disposed of.<sup>2</sup>

A British frigate, and two or three tenders have made their appearance near our harbour. A few nights since, one of their boats came close in with the eastern point, but on observing one of our guards, she soon made the best of her way off.

1. *William*, Peter Bontacon, with flaxseed, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
2. Brown commanded the Rhode Island privateer *Charming Sally*, Maritime Papers (Letters of Marque, Petitions & Instructions, 1776–1780), R. I. Arch.

MASTER'S LOG OF H.M. ARMED VESSEL *Cherokee* <sup>1</sup>

February 1777                      Along Side of Flour Wharf New York  
 Tuesday 18                      AM bent all the Sails    empd getting ready for Sea  
    Fresh gales and fair Wear    empd as before    at 2 PM hauled  
    the Ship out in the Stream and Anchd with the Bt Br in 5 fm  
    Water    Veered to 1/2 a Cable    Do    reed on board a Pilot  
 Wednesday 19                      at 6 AM fired a Gun and made the Sigl for Sailing    Do    Lord  
    William Campbell came on board to take His passage for Eng-  
    land    at 8 weighed and Sailed down the River    at 9 Lay too  
    in the North river    at 10 made Sail    at 11 run aground on the  
    Edge of the West Bank  
    First part fresh gales and fair    middle mode and Cloudy    Lat-  
    ter fresh Gales and Cloudy  
    at 1 PM the Ship Floated & made Sail for Sandy Hook    at 3  
    saw the *Carysfort* under way with a Fleet of Transports Vic-  
    tuallers & ca    at 5 Discharged the Pilot the Fleet ESE 2 Leagues  
    Do    set Studding sls    at 11 Hauled in the Fore Studg sl

1. PRO, Admiralty 52/1662.

ROBERT MORRIS TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Extract]

Philadelphia February 19 1777

I have transmitted the Resolve of Congress of the 5 February to the Commis-  
 sioners at Paris as you will see by the Copy of a letter I wrote them Yesterday. You  
 should have sent me half a dozen Authenticated Copies of the Resolve — it went  
 by the *Fly* to the *Randolph* which will carry it to Martinico    A Copy Certified by  
 myself goes by the *Independence* & you had best send me some more for other  
 Opportunities.

In Consequence of the Resolves of Congress and an Order from the Marine  
 Committee I have sent down the Schooner *Musquito* yesterday with two Months  
 provisions to the *Fly* which was then lying at Rheedy Island and I sent down  
 Orders to Capn [Elisha] Warner immediately to proceed to the Capes and give  
 notice to the Light House to make the Signal for Capn [Nicholas] Biddle whenever  
 they saw a Ship in the offing,    I told him to keep Cruizing every day in the Offing  
 and told him the Signal Biddle would make to be known by    each Night I told  
 him to run in under the Land to prevent the Enemys Ships from Cutting him off  
 by this means he will be sure to meet the *Randolph* as she will come in sight of the  
 Light House on purpose to learn if there be any fresh Orders for him. Capn Warner  
 will then deliver the Sundry orders and despatches I sent for Capn Biddle and they  
 will part    the *Fly* to Cruize of[f] the Capes of Virginia and the *Randolph* for Mar-  
 tinico & herein I enclose a Copy of the Orders I sent him and of the sundry letters  
 relative to his Voyage, which I hope will meet approbation, and as they relate in  
 some degree to the Marine Department I think you had best lay them before the  
 Marine Committee or if you think necessary before Congress, because there are  
 other Vessells will soon go for Martinico, and if any part of which I have written is  
 disapproved counter orders will probably arrive in time.

I hope Biddle will send us a *Galeatea*, a *Pearl*, or a *Camelias* <sup>2</sup> before he leaves this Coast. pray desire the Marine Committee if they are not coming up to Send me Orders respecting the *Delaware*. I have wrote General Washington to Send her Marines, and as it will be difficult manning her, I think she had best Sail soon as ever she has enough of men to work her proceed to Windward of Barbadoes and Cruise untill she Manns herself from Prizes and then go to Martinico for supplies to return her with. The *Washington* May be Managed in the Same way, but there is no Guns for the *Effingham* therefore I think she had best load and send her to France to be compleated

1. Bank of North America Papers, HSP.

2. Three British frigates: *Galatea*, *Pearl* and *Camilla*.

#### DIARY OF CHRISTOPHER MARSHALL <sup>1</sup>

[Philadelphia] 19th Feby 1777

Accot is that Six or Seven Sail of trading vessels in the river amongst which two from french West Indies with Sundry passengers &c one a Prize from our Privateer *Rattle Snake*.<sup>2</sup>

1. Diary of Christopher Marshall, HSP.

2. Brig *Hope*, *Pennsylvania Gazette*, February 26, 1777.

#### PENNSYLVANIA COUNCIL OF SAFETY TO COMMODORE THOMAS SEYMOUR <sup>1</sup>

Sir,

[Philadelphia] 19 Feb'y 1777.

You are hereby directed to Order all the Galleys & armed boats (except the *Delaware* <sup>2</sup> & those that are in the Carpenters hands for repairs) down to Fort Island immediately with their Officers and Crews to remain on that Station till further Orders from this board, or with your particular permission, it is left at the option of the Commanding Officer of each armed boat respectively to continue themselves & their Crew on board their boat or to take quarters in the barracks on said Island. You must give particular Orders to the Commanding Officer on that Station to have proper Guards appointed on the Island for the security of the fortifications, and that no person be permitted to visit them, or take any draught of the same or make any sounding of the River, or draught of the Channel or situation of the Chevaux du frize with out a written order from some member of this Council.

1. *Pennsylvania Archives*, 1st series, V, 233.

2. Pennsylvania schooner; not the Continental frigate of the same name.

#### PENNSYLVANIA COUNCIL OF SAFETY TO COMMODORE THOMAS SEYMOUR <sup>1</sup>

Sir:—

Philad'a, February 19th, 1777.

The Council having received information that a number of men in the naval service of this State are on board the Brig *Delaware*, Commanded by Capt. Hamilton, you are directed to order an officer from each armed Boat to search said Brig and bring away such men as they may have on Board belonging to the Fleet.

By order of Council.

Thos. Wharton, Jun., Pres't.

1. *Pennsylvania Archives*, 2nd series, I, 705.

CONTINENTAL NAVY BOARD FOR THE MIDDLE DISTRICT TO THE PENNSYLVANIA  
COUNCIL OF SAFETY<sup>1</sup>

Gentlemen

Navy Board [Philadelphia] 19th feb: 1777

One of our Vessels just ready to sail, has Occasion for 150 three Pound Shot of a small Size; there is a Quantity of Shot suitable for our Purpose in the State House Yard; We would therefore, request the Favour of you to supply us with the above Number, & we will be careful to repay you as soon as it shall be in our Power. We have the Honour to be with great Respect [&c.]

Fra<sup>s</sup> Hopkinson John Nixon John Wharton

1. FDRL.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

[Philadelphia] February 19th, 1777.

*Resolved*, That Messrs. William Pollard, Samuel Massey, Thomas Barclay, & William Bradford, be added to the Navy Board.

Mr. [Robert] Towers was directed to deliver to the order of the Navy Board 150 three Pound Shott, to be charged to Congress.

1. *Pennsylvania Colonial Records*, XI, 127, 128.

JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Baltimore] Wednesday, February 19, 1777

*Ordered*, That the Secret Committee deliver out of the public stores, 120 yards of coarse duffels, to the captain of the *Lexington*, to supply the place of blankets for the men on board said vessel.

1. Ford, ed., *JCC*, VII, 132, 133.

COMMITTEE OF SECRET CORRESPONDENCE TO THE AMERICAN COMMISSIONERS  
IN FRANCE<sup>1</sup>

[Extract]

Baltimore in Maryland Feby 19 1777

. . . We see by the speech of the King of Great Britain to his Parliament, that much money will be called for, no doubt, to prosecute the war with unrelenting vigor. That we shall oppose with all our power is certain, but the event must be doubtful until France shall take a decided part in the war. When that happens, our Liberties will be secured, and the glory and greatness of France be placed on the most solid ground. What may be the consequence of her delay, must be a painful consideration to every friend of liberty and mankind. Thus viewing our situation, we are sure it will occasion your strongest exertions to procure an event of such momentous consequence to your Country.

It is in vain for us to have on hand a great abundance of Tobacco, Rice, Indigo, Flour and other valuable articles of merchandize, if prevented from exporting them by having the whole Naval power of Great Britain to contend against. It is not only for the interest of these States, but clearly so for the benefit of



Europe in general, that we should not be hindered from freely transporting our products that abound here, and are much wanted there — Why should the avarice & ambition of Great Britain be gratified, to the great injury of other nations?

Mr Deane recommends sending Frigates to France, and to convoy our Merchandize.—But it should be considered that we have an extensive coast to defend, that we are young in the business of fitting Ships of war—That Foundries for Cannon were to be erected, and the difficulty of getting Seamen quickly when Privateers abound as they do in the States where Sailors, as yet, are chiefly to be met with. And lastly, that our Frigates are much restrained by the heavy Ships of the enemy which are placed at the entrance of our Bays. In short, the attention of Great Britain must be drawn in part from hence, before France can benefit largely by our commerce.

1. Lee Papers, UVL.

RICHARD HENRY LEE TO JOHN PAGE, WILLIAMSBURG <sup>1</sup>

[Extract]

Baltimore Feby 19, 1777

Dear Sir I am extremely obliged to you for your last favor, and much pleased with the spirit of your letter. I am as sure as of my existence that if our large Gallies were manned, gunned, and fitted, that the navigation of our Bay would receive no interruption. I wish our Government would consult their Sister Maryland about this business, and with joint council and united strength, immediately equip such a number of strong Gallies as to free our Bay from these piratical incursions. Experience has proved the efficacy of these Vessels in small waters, and in the way of surprise against the largest Ships. They are cheaper than Ships, and rigged Ship fashion will be well understood by our Navigators. They are the best batteries, because they are movable ones, and the circumstance of drawing little water, peculiarly fits them for the shallow waters on our coasts. I pray you Sir to exert your influence to obtain the speedy use of the valuable Vessels, the surest defence, and the cheapest we can employ . . .

Richard Henry Lee

P. S. A number of Seamen lately put on shore from Com. [William] Hotham say that the Men of War are greatly afraid of our Gallies. Let us cultivate this passion by ordering our best appointed Gallies to lurk about them, & in Calms or thick weather to annoy them with all imaginable spirit & address.

1. Emmet Autograph Collection, NYPL.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

In Council of Safety Annapolis Feby 19th 1777—

The honorable General Assembly—

In consequence of your direction to send immediately two armed cutters to cruize between Cape Hatteras and Chingoteague Inlet for the purpose of giving early intelligence, to all vessels bound to this State, of the Ships of War now sta-

tioned in this Bay. — We have endeavoured to get vessels ready for that purpose but find it impracticable to procure the Captains on the Bounty & ordinary wages or men on their present Pay which we think proper to inform you of and submit to your further Consideration

By Order R Ridgely Clk

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

### JOURNAL OF THE VIRGINIA COUNCIL <sup>1</sup>

[Williamsburg] Wednesday the 19th day of February 1777.

Resolved that for the safety of the Trade of this Commonwealth there be immediately set upon the point of Land at Cape Henry on a staff fifty feet high at least, a white flag striped with Red to be constantly kept hoisted in the day when no enemy is within the Capes and taken down when an enemy appears; that there be also hoisted on the sd staff a proper light to be kept constantly burning in the night Time when no Enemy is within the Capes and taken down on the approach of the enemy, and that Colo Thomas Reynolds Walker of Princess Anne be desired to have the same properly executed, and the Commander Officer of the Garrison at Portsmouth be directed to keep a subalterns or Serjeants Guard at the Cape for the purpose of hoisting the flag by day, and keeping up the light by night, and to give Intelligence of the approach of the enemy.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 350–51.

### JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL <sup>1</sup>

Feb'y 1777

Cape Henry SWBS Cape Charles NE

Tuesday 18th

at 11 AM clean'd between Decks.

Fresh breezes & fine Wear at 3 PM the Sloop and Schooner (our prizes) Anch'd here with a Brigg from Providence bound to Baltimore Jno Gordon Master with Eight Casks of Sugar & a few Cheeses, divided part of it amongst the People.<sup>2</sup>

Wednesday 19th

Light breezes & fine Wear at 3 PM examened the Brigg & found her not worth carrying so set her on fire, weighed & sail'd up the Bay about 2 Leagues

1. PRO, Admiralty 51/311.

2. *Esther*, John Gordon, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

### DISBURSEMENTS FOR THE MARYLAND BRIG *Friendship* AT MARTINIQUE <sup>1</sup>

Accot of Sundry Disbursments paid for the Birgt *Friendship*,

Capt [John] Martin, after she had sailed.

To Vanbebber & Harrison Dr

1777.

Sta Curry

Feb'y 19.	For Cash advanced Capt Martin after closing his acct of Disbursmts	12.16..6
	Ditto paid for four Shot fired after the Brig to bring her to	4.19..-
	Ditto pd for Drilling a Cannon omd	16..6
	Ditto paid the searchers fee omd	1.13..-
	Ditto paid for 300 lb Rice omd	3.16..-
	Ditto paid for 641 feet Plank omd	7..-..3
	Ditto paid for the Care & Burial of a sick sailer left in the Hospital	3..3..3
		34..3..6

[Endorsed] Amot carried to Accot Curr't of the State of Maryland this 24th of Novemr 1777.

R<sup>d</sup> Harrison

(Duplicate)

1. Red Book, XVIII, Md. Arch.

**20 Feb.**JOHN BRADFORD TO JOHN HANCOCK <sup>1</sup>

[Extract] Boston 20th Feby 1777

I beg leave to acquaint you Sir that I am dispatching a packet for France by order of the Secret Committee – the Schooner *Lynch* not being discharg'd I sent for Capt Ayres who has had the Command of her to carry the dispatches, but he refused going unless I would give him twenty five men & four Guns – <sup>2</sup> As it was needless to be at such an expence (Sailors wages being at twenty dollars P Month) I refus'd and he gave up the *Lynch*, I have ship'd Capt [John] Adams who formerly for a considerable time was in your Employ, I know him to be as smart and as capable a man as any in the state, if he performs the Voyage I hope it may introduce him to the notice of the Congress and I am well assur'd he would not dishonor a Commission –

You desire me Sir in your last to let you know the state of Navy I am sorry to inform you Sir things do not go on with that harmony I could wish – Mr Cushing being short of money he can't do things to the Satisfaction of the Captains & they are loud in their Complaints he wont Agree to Advance the men more than a months pay and its impossible ever to get the ships <sup>3</sup> away unless more money is advanc'd Capt McNeill has promised he will sail in ten days if he can get seven thousand dollars, as I had transmitted me Ten thousand in Loan certificates I will see Mr Cushing and venture tho' I have no orders from the Secret Committee for so doing to supply him with that sum in them Certificates, which I hope will be approv'd off – Capt [John] Skimmer in the *Lee* will Sail in a bout a week on a Cruise the other two Schooners have been dis-

charg'd a month, the *Cabbot* is near Sailing the *Alfred* is forward in the Alteration they are making by order of Commodor Hopkins – I should be glad to receive orders, if to buy the *Milish* [*Mellish*] or not, I have kept back the sale for that purpose – I could wish the *Peggy's* fate was known, she is a dead Expende on us. . . .

1. John Bradford Letter Book, vol. 1, LC.

2. Guns had been thrown overboard while *Lynch* was escaping from a British frigate. See Volume 6, 1195.

3. Continental frigates *Hancock* and *Boston*.

# MASSACHUSETTS BOARD OF WAR TO CAPTAIN SYLVANUS LOWELL <sup>1</sup>

War Office

Sir,

Boston Feby 20th 1777

The Board of War having charter'd the Briggt *Sally* of which you are Master, your orders are to proceed directly for St Eustatia where you are to dispose of your Cargo to the best Advantage & Invest the Neat Proceeds in the several Articles mention'd below, or a proportion of each reserving enough to purchase a Load of Salt & come direct home. –

If Salt is not to be purchas'd at St Eustatia you will engage some French or Dutch Vessels to bring it from St Martins: –

Upon your Return you are to make the first Harbour you can in New-Hampshire, or the Eastern Ports of this State, from whence you are to give the earliest Notice to the Board by Express.

By order of the Board of War

Sam<sup>l</sup> Phps Savage, Prest

500 Effective Fire Arms, fit for Soldiers, with

Bayonets –

500 Soldiers Blankets –

50 Barrels Gun-powder –

200 ps Ravens Duck or Tent Cloth –

300 lb Twine –

25 Casks 20d Nails –

30 do 10d do

15 do 4 do

Or in this proportion  
lay out the Nt Pro-  
ceeds of the Cargo.

If the above Articles are not to be got, bring the proceeds in Russia Duck, Cordage from 4½ Inches downwards, Coarse Checks & Linnens –

1. Mass. Arch., vol. 151, 408–09, Letters from the Board of War, 1776–1780.

*Independent Chronicle*, THURSDAY, FEBRUARY 20, 1777

Boston, February 20, 1777.

Captain [Benjamin] Dean, in a Privateer Sloop from Salem,<sup>1</sup> has taken and sent into Marblehead, a Ship from England, laden with English Goods and Provisions.

John Fisk, Esq; Commander of the *Tyrannicide* Vessel of War in the Service of this State, arrived at an Eastern Port last Week. – Besides the Prizes



taken by him already mentioned, he has taken a Brig from London, laden with English Goods, and a large Ship, laden with Lumber, both bound for the West-Indies.<sup>2</sup>

Last Friday arrived in this Harbour, a large Ship,<sup>3</sup> laden with Provisions, and Sea-Coal, Prize to the *Boston* Sloop of War, William Brown, Esq; Commander, who sailed from this Port. She has also taken two Guineamen, with 140 Slaves on board, and ordered them to the Southward; and a Ship bound to Jamaica, with a Quantity of Cash on board.

Capt. Henry Johnson, late of the *Yankee* Privateer, fitted out of this Port, who escaped from a British Man [of] War, lying at the Nore, arrived at Baltimore the 30th of January, from France.

On Tuesday last the Privateer Sloop *Revenge*, of 10 Carriage Guns, commanded by Joseph Sheffield, arrived in our Harbour. On the 20th of last Month, in Lat. 13, Long. 56, he fell in with two large Ships, the *Thomas* and *Sarah*, from Liverpool, bound to Barbadoes, each of which mounted 14 Carriage Guns, of double-fortified 6 Pounders, both of whom he attacked, and after an Engagement which lasted near Four Hours, boarded the *Thomas* and obliged her to strike. Capt. Sheffield, manned his Prize, and she may be hourly expected. Capt. Sheffield made Sail for the *Sarah*, but Night coming on, she gave him the Slip.

1. Privateer schooner *Revenge*, and the prize was the ship *Royal Charlotte*, Mass. Arch., vol. 159, 63.

2. Brig *Three Friends*.

3. *Piercy*.

JOURNAL OF THE MASSACHUSETTS PRIVATEER BRIG *Rising States*,  
CAPTAIN JAMES THOMPSON <sup>1</sup>

Remarks on Wensday [Thursday] Febuary 20 – 1777  
At 7 A M, Saw Cape Cod from out topmast head Bearing NW  
Dist 7 Leags at 11. A M, Saw the Island of Nantucket Bearg  
WSW. 7 Legs Dist Struck into the SE, side of the Island for  
to beat to the harbour.

At 1 p. M, Struck on a Shoal & by the Violence of the wheather  
was Obligd to bare Away. –

Our men Was Greatly Fearg & Frost bitten

Nothing more Remarkable this day No Lttd by Obsn

First part of these 24 hours fresh gale and a large Sea  
At 3, P M The Island of Nantucket bore WNW Dist 7 Legs  
The South Shoal of Nantucket bore SSWt Dist 3 Legs A  
fresh gail our men being Almost beat out – at 5 the gail Still  
Increasing tis thought by all the Officers on board, that it was  
Impossible to Stand the Course being So lumberd With Ice &  
the most of our people badly Froze twas thought proper by the  
Officers to bare away for Virginia

1. *Rising States* Journal, PRO, HCA 30/716.

JOHN COTTON TO BARNABAS DEANE, WETHERSFIELD <sup>1</sup>

My Good Freind

Middletown Feby 20th 1777 –

I have Been with the Governor of this State this Week, and as he has Derictions from the Congress To Build Two frigats One of Twenty Eight and the Other of thirty two Guns in this State and has been p[le]ased to appoint Me as Superintendant for this Ship <sup>2</sup> as the Other is in Norwich, I theref[ore] Begg You as A freind is [*sic* if] You have any Iron that is Nott Wanted for the Use of the Ship *Trumbull* you will Lett Me have it att a p[r]ice as I want to begio[n] as fast as I Can possiable, and as You are Better A Quaintd with the Matter than I am I must as a Freind Begg your In Structions Relative to that Matter, as Intend to Wate on you To Morrow which if you agree Will Much Oblige [&c.]

Jn<sup>o</sup> Cotton

1. Barnabas Deane Papers, ConnHS.

2. The Continental frigate, of which Cotton had been appointed superintendent, would subsequently be named the *Bourbon*.VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 24.

*Eagle* Off New York

Duplicate

February the 20th 1777.

Sir,

I have received their Lordships Commands of the 31st of August, to inquire into the Truth of the Facts stated in a Letter from Lord George Germain, one of His Majesty's Principal Secretaries of State, of the 16th of the same Month; Into the Conduct of Officers commanding such of His Majesty's Ships as were stationed in Nantasket Road, or appointed to cruize in the Bay of Boston, since the Evacuation of that Town by the Army; Into the Causes which so long operated to prevent the stationing of a small Squadron in the Delaware, pursuant to their Lordships Orders of the 6th of July 1775; And into the Motives which induced the Removal of the *Roebuck* and *Liverpool* from that River, when at length it had been thought fit to station them there: Upon which Inquiries I am directed to report the several Facts to their Lordships for His Majesty's Information. – I have therefore the Honor to represent, that upon the Receipt of those Commands, I communicated the several Particulars to the Vice Admiral Lord Shuldham; Desiring that I might be furnished with such further Lights on the Subject of the appointed Inquiries as he could supply in Addition to the Copies of his Instructions and Correspondence delivered on my Arrival to take the Command of the Fleet at this Port.

From the Accounts of his Lordships Proceedings and Contents of the Letters from the Captains present the Copies of which several papers are herewith enclosed, I collect, in relation to the Steps taken for preventing the Capture of Transports sent from Europe after the Evacuation of Boston – That Directions had been previously given by his Lordship for the *Swan* and the *Bolton* Armed Vessel to be withdrawn from Rhode-Island, for increasing the Number of Cruizers to be employed in conducting such Transports in Safety to Halifax. That on preparing V. Admls Letter to depart with the Fleet after the Troops were embarked for Halifax under Convoy of the Ships of War Boston 8th Marh 1776. named in the Margin, He left Orders with Captain



North American coast—Cape Breton to Delaware Bay

Lre 23d March.

*Chatham*

*Centurion*

*Lively*

*Kingsfisher*

*Tryal* } Schooners  
*Dispatch* }

Order 27th March –

*Lively*

*Niger*

*Fowey*

*Swan*

*Hope* } Armed Vessels.  
*Bolton* }

*Dispatch* Schooner

Disposn 22d Marh

Disposn 24th May.

Disposn 6th July.

Capt Banks

Lre 27th Novr

[Francis] Banks to remain in the *Renown*, with such others of the smaller Cruizers as his Lordship could spare from the Service of attending the Removal of the Army to Halifax, and employ them to cruise before the Port of Boston, and in the Track of such Transports as might be bound there with Supplies to conduct them to Halifax in Safety. In the Orders to Captain Banks is explained, that those small Cruizers were to consist of the Ships and Vessels stated also in the Margin. But by the Vice Admiral's Return of the Disposition of the Fleet at this time, it appears that the *Lively*, *Fowey* and *Dispatch* were first to proceed with his Lordship to Halifax; And that the *Swan* and *Bolton* were then still at Rhode Island.

By a later Return, the *Milford* (in place of one of the other Frigates) and the *Hope*, were the only Ships remaining on the Station besides the *Renown*; With the Addition of the *Rose* then cruising off the Entrance of Boston Bay. But this last having been withdrawn to attend the Fleet to New York, as specified in the subsequent Return, the three former Ships constituted the future Guard upon the Port of Boston: The *Halifax* placed in the same Station in the Return, having never joined the *Renown*.

The particular Appointments of the other Ships first appropriated for the same Service being shewn in this last Return, I take no further Notice of them. It may however be necessary to observe for the clearer understanding of the Facts; That, tho' the last Return is dated the 6th of July, the Day preceding the Date of the General's Letter giving Advice of the Capture of the two Transports on which the Inquiry appears to be directed in this Instance, it is not therefore to be inferred as the Vice Admiral's Meaning that the *Renown*, *Milford*, *Hope* and *Halifax* were then actually upon the Station: These Returns purporting only to state of the Ships not present, the Circumstances according to the latest Information had concerning them.

Captain Banks's Motives for quitting Nantasket Road the 14th of June, are expressed in the Extract of his Journal annexed; And further explained in his Letter of the 27th of last November. A Difference that will be observed therein regarding the Number of Transports represented to have been taken to Halifax, is an Inaccuracy that seems to be an Effect of the short Notice he had to prepare an Answer to a Requisition of this interesting Nature; being then advanced to Sandy Hook, and in Expectation of putting every Hour to Sea under the Orders of Sir Peter Parker for Rhode Island.

The Capture of the two Transports before-mentioned happened a very few days after Captain Banks had left Nantasket Road. But as the further Information necessary upon this Point regards the Proceedings of the *Milford*, and the Commander, Captain Burr, lately dying at Halifax before I had an Oppor-



tunity of seeing him, I would not longer postpone the Answer upon the other Parts of the appointed Inquirey, on that Account.

In relation to the Facts state, respecting the Use that has been made of the Harbour of Boston as an Asylum for the Rebel Cruizers and their Prizes, their Lordships knowing the Nature and Circumstances of the Port, will be apprised of the Impossibility to prevent an Enemy from profitting greatly by the Advantages of such a Situation.

The Navigation of the Delaware, according to the best Intelligence I have yet obtained, is attended with many similar Difficulties. The Anchorage being much confined at the Entrance, and scarce practicable (the Coasts being in possession of an Enemy) in those Months during which the Ice forms in the River.

The first Operation I can trace from the Papers enclosed, respecting the Order by the Lords Commissioners of the Admiralty for a small Squadron to be stationed in the Delaware for the purpose expressed in Lord Dartmouth's Letter of the 6th of July 1775, is contained in Lord Shuldham's Instructions to Lord Shuldham

Order 17th Jan'y 1776.

Captain Hamond, who was then at Halifax under Orders from Vice Admiral Graves "to proceed in the *Roebuck* to Virginia: Being to employ the Ships he should find there, as he should judge best for the King's Service on that Station; and to guard the Entrance of the Delaware, until the Navigation of the River was open He was then to repair to the Delaware in the *Roebuck*, with a Twenty-Gun-Ship or Sloop; to prevent any Supplies being received by the Rebels, and to annoy them by every Means in his Power. Leaving a sufficient Force in Chesepeak Bay." The particular Charge respecting the Armed Craft and other Obstructions prepared by the disaffected Inhabitants of Philadelphia for preventing the Passage of the Ships of War up the River, appears to have been first communicated to Vice Admiral Graves by Lord Shuldham; As signified in his Lordship's Letter giving Advice of his Arrival at Boston, and stating the Disproportion of his Force to the various Services for which he would be to provide.

V. Adml Graves  
Order 25th Decr 1775.

Lord Shuldham  
Lre to Mr Stephens  
15 Jan'y 1776.

Do Lre 28th Jan'y  
Disposn 29th Jan'y -

Capt Hamond's  
Lre 5th March  
Extract of Capt  
Hamond's Journal

It appears that Captain Hamond sailed the 14th of January for Virginia, where he remained with the *Liverpool*, *Otter* and *King'sfisher*, employed upon various Services, until the Beginning of March: The reduced State of the Squadron obliging him then to send the last to make the several Deficiencies known to Lord Shuldham. Being prevented from leaving Chesepeak Bay so early as he intended, by the unforeseen Delay of the *Otter* which had been detached for a particular Service further into the Bay, he prepared to sail for the Delaware with that Sloop and the *Liver-*

Extts Lord Shuldham  
Lre to Capt Hamond  
of the 11th April  
Do to Mr Stephens  
the 16th of April –  
Extts of Captain  
Hamond's Journal

Capt Hamond's  
Lre of the 28th Novr  
Do = Do –

Disposn 6th July.  
Lord Shuldham's Lre  
to Mr Stephens  
10th of May  
Disposn 6th July.  
Order 27th April  
Lre 25th Novr

*pool* on the 20th of the same Month; In Expectation of meeting the Reinforcement he had previously requested of Lord Shuldham. But being pressed by the earnest Remonstrances of the Earl of Dunmore, he was induced to leave those two Frigates for the Purpose expressed in his Lordship's Representations. He arrived off the Delaware the 25th of March; – and continuing upon that Station in the mean time, was joined the 30th of April by the *Fowey*; And two Days after by the *Liverpool*, which he had sent for from Virginia, – His Motives for returning to Virginia, and further Proceedings stated in the Narrative of his Conduct enclosed, regard the Removal of the *Roebuck* only, from the Delaware. For the *Liverpool* was continued upon the Station after the Departure of the *Roebuck*, and does not appear to have been withdrawn, until that Removal was rendered necessary to procure a further Supply of Water and Provisions. I found the *Liverpool*, which had been since ordered off Rhode-Island, and the *King's fisher* that was appointed to replace the *Glasgow* and supposed so late as the 6th of July to be still in the Delaware, were both with the Fleet at Staten Island upon my first Arrival in this Port. The *Orpheus* appeared to have been rather appointed for the necessary and more general purpose of cruising between the Port of New-York and Entrance of the Delaware, than confined to the particular Guard of the last.

The Extracts of Lord Shuldham's Letters and Disposition of the Ships enclosed, will together explain his Lordship's Sentiments of his Inability to have afforded a more ample Provision for the Service of the Delaware, under Circumstances therein described.

I am, with great Consideration, Sir [&c.]

Howe

[List of papers enclosed]

*Eagle*  
off New York  
20 Febr'y 1777.  
Dates.

} Schedule of Papers transmitted to the  
Secretary of the Admiralty with the  
Dispatch No 24.

25th Decemr  
1775. –

Copy of an Order from Vice Admiral Graves to Captain Hamond of the *Roebuck*.

15th Janry  
1776. –

Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.

17th – – –

Copy of an Order from Rear Admiral Shuldham to Captain Hamond of the *Roebuck*.

- 19th - - - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 28th - - - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 26th February - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 5th March - - Extract of a Letter from Captain Hamond of the *Roebuck* to Rear Admiral Shuldham.
- 8th - - - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 22d - - - - Copy of an Order from Rear Admiral Shuldham to Captain Wallace of the *Rose*.
- 23d - - - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 27th - - - - Copy of an Order from Rear Admiral Shuldham to Captain [Francis] Banks of the *Renown*.
- 11th April - - Extract of a Letter from Rear Admiral Shuldham to Captain Hamond of the *Roebuck*.
- 16th - - - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 16th April 1776 - - - Copy of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- Do - - - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 18th - - - - Copy of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 19th - - - - Copy of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 27th - - - - Copy of an Order from Rear Admiral Shuldham to Captain [Charles] Hudson of the *Orpheus*.
- 10th May - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 15th - - - - Copy of a Letter from Captain Hamond of the *Roebuck* to Captain [Henry] Bellew of the *Liverpool*.
- 20th - - - - Extract of a Letter from Vice Admiral Shuldham to the Secretary of the Admiralty.
- 2d June - - - Extract of a Letter from Vice Admiral Shuldham to the Secretary of the Admiralty.
- 25th November - Copy of a Letter from Vice Admiral Lord Shuldham to Vice Admiral Lord Howe.
- 27th - - - - Copy of a Letter from Captain Banks of the *Renown* to Vice Admiral Lord Shuldham.
- 28th - - - - Copy of a Letter from Vice Admiral Lord Shuldham to Vice Admiral Lord Howe.
- Do - - - - Copy of a Letter from Captain Hamond of the *Roebuck* to Vice Admiral Lord Shuldham.

[Nov. 28]

— — — — — Copies of the Dispositions of the American Squadron, transmitted to the Secretary of the Admiralty, between the 29th of January and 6th July 1776.

— — — — — Extract of Captain Hamond's Journal in the *Roebuck*.

— — — — — Extract of Captain Banks's Journal in the *Renown*.

[Endorsed] 20 February 1777. Schedule of Papers transmitted to the Secretary of the Admiralty with the Duplicate No 24.  
Duplicate.

1. PRO, Admiralty 1/487.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

[Philadelphia] February 20th, 1777.

Mr. Nesbitt was directed to pay to John Watson, for dressing the wounds of men of armed Boats in May last, £ 1 4 0.

Jno. M. Nesbitt, Esq'r, was directed to continue George Smith, a Seamen that lost his hearing on board the armed Boat *Hancock*, Capt. [Thomas] Moore, on half pay, 'till further orders.

1. *Pennsylvania Colonial Records*, XI, 128, 129.

#### CAPTAIN JOHN YOUNG TO THE CREW OF THE CONTINENTAL SLOOP *Independence*<sup>1</sup>

Philadelphia, February 20, 1777.

Whereas sundry seamen and others, belonging to the Continental sloop of war *Independence*, John Young Commander, have, since her arrival at this port, absconded from said vessel. These are to desire all such persons immediately to repair on board, to their duty, otherwise they will forfeit their respective shares of the prize money due to them, which shares shall be divided among the remaining part of the crew, who have attended and done their duty.

1. *Pennsylvania Evening Post*, February 20, 1777. Repeated in February 25, 1777 issue.

#### JOHN HANCOCK TO ROBERT PURVIANCE<sup>1</sup>

Mr Purviance

I must beg You will order the Shot down to the *Wasp* immediately, she waits entirely for the Shot. Your attention to this directly will oblige Your friend  
Thursday 20 Feby 1777 John Hancock

(Copy)

1. Purviance Papers, MdHS.

#### CAPTAIN ALEXANDER WILSON TO THE MASSACHUSETTS BOARD OF WAR<sup>1</sup>

Gentlemen

Charlestown S.C: Feby the 20th 1777

I have the pleasure to advise you of my Safe arrival at this place after a passage of 19 Days we had an Excellent time off, and in a week got Within a 100 Leagues of this place then met with Westerly winds Which frequently blew hard, we



Split our Main Sail from Clue to Earing, and sprung the head of our Main mast which I hope we Can Easy Repair; we saw 8 or 10 Sail on our passage, but Never was Chased, and if We had Verry few Ship[s] Could heaver Come up with us for our Ship sails Verry fast, out Side of Georges Bank we Saw a Ship Early in the morning within 2 mile of us but the Weather being thick and Rainy we put about and got immediately out of Sight

I am grately Disappointed in the market here there is a Double Charge Ex-treamely agains me; West india Rum was Sold Last Week for a Dolar per gallon, and New Rice is got at 45/ this money. Mr [Alexander] Gillon Says this rise on the Rice is owing to the want of Craft to bring it from the Country I Cannot ingage my Cargo at the above price therefore must take my Chance of the Market.

There is no Regular post from hence to the Norward I therefore Send this by a Schooner bound to Salem and a Duplicate by a Gentleman I accidentally found going to philadelphia.

Vessels of Every Sort is Verry much Wanted here a Ship Not Worth half as much as the *Duke De Charters* was Sold 2 Days ago for 22,000 £ Which is more than 3,000 £ Sterg

There is no News here only a Brig from Bordeaux in 7 Weeks bring Acct that a french frigate had Sailed from Rochel for Boston with 30,000 Stands of arms and 150 Brass field pices on Board, and a gentleman in 25 Days from St Eustatius Says they are fitting out privateers to his Knowledge at St Kitts Dominico and Barbadoes and that 2 or 3 Men of Warr and tenders Cruse Constantly Round Eustatia. I am with great Respect gentlemen [&c.]

Alex<sup>r</sup> Wilson

1. Mass. Arch., vol. 152, 64–65, Board of War Letters, 1776–1777.

*South-Carolina and American General Gazette*, THURSDAY,  
FEBRUARY 20, 1777

Charlestown, February 20.

Last Night, Capt. [Robert] Cochran, in the armed Brigantine *Notre Dame*, arrived here from France, with a valuable Cargo, after a Passage of 7 Weeks.

Accounts were received in France before Capt. Cochran's Departure, of the Arsenal and Dock Yard in Portsmouth having been burnt in the beginning of December; the Loss is computed at two Millions sterling, but at the present critical Situation of Great-Britain, being to all Appearance on the Eve of a French and Spanish War, and the Supplies of Naval Stores from America being discontinued, it will be hard to determine what the loss may be estimated at.

Capt. Cochran, on his Passage, fell in with, and after exchanging a few shot, took an armed Victualing Ship, the ——— Capt. Coombes bound from Corke to New-York.<sup>1</sup>

Capt. [Edward] Allen's Prize Ship, mentioned in our last, is since arrived at a safe Port.

1. Ship *Mackerel* which was retaken. See Captain Elphinstone to Vice Admiral Young, February 24, 1777.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN CHARLES PHIPPS <sup>1</sup>

February 1777

Antigua So83Wt Distance 33 Leagues

Thursday 20th

at 6 AM saw a Sail to the NE gave Chace at 9 fired 2 Guns at the Chace at 10 a Sail to the Northward standing to us fired 11 Guns at her and brought her too she proved the *Adventure* Snow, Wm Coffin Master belonging to Newberry Laden with Lumber and Salt Fish bound to St Eustatia Joined Company with the *Perseus* and Changed the Prisoners out of the *Adventure* Snow <sup>2</sup> at 1 PM saw two sail Standing towards us fired 2 Guns and Hoisted a White Flag at the Fore-top gallt Masthead at 8 Spoke His Majesty's Ship the *Seaford* with a Prize in Company at 11 parted Company with the *Seaford* <sup>3</sup>

1. PRO, Admiralty 51/157.

2. Howe's Prize List, May 22, 1777, credits the capture of the *Adventure* to H.M.S. *Perseus*, *London Gazette*, July 8 to July 12, 1777.3. *Camilla* and *Perseus* "with all the Prizes in Company" came to anchor in English Harbor, Antigua, the next afternoon. On February 22, Captain Phipps "was Superceded in the Command of the *Camilla* by Captain John Linzie [Linzee] of His Majesty's Sloop *Falcon*," PRO, Admiralty 51/157. Phipps went to the *Perseus*, and Captain Elphinstone was transferred to command of the *Pearl*, PRO, Admiralty 51/688.VICE ADMIRAL JAMES YOUNG TO COUNT D'ARBAUD <sup>1</sup>

Copy)

Sir

Antigua 20th February 1777.

I had the Honour to receive Your Excellency's Letter of the 14th Current, which was delivered me By Monsieur Le Chevalier de la Beaume and I take leave to assure You, it gives me great Concern that any thing should happen to occasion the least difference in opinion between Your Excellency and myself.

In respect to the Brigantine *La Felicite's*, taken and brought in here by His Britannic Majesty's Ship *Roebuck* I am to acquaint Your Excellency that the *Roebuck* in her Passage from the River Delaware in America to this Island at no great distance from the Coast of America fell in with the aforesaid Brigantine *La felicité* then apparently Steering for the Place she had just before left; where several other French Vessels Laden with the like Commodities; and having Similar Papers and Clearances had very lately arrived: and there could be no manner of doubt but the *La Felicite's* Clearance for Miquelon was Collusive and intended to Cover an illicit Contraband Trade, well known to be openly carried on between the French West India Islands and His Britannic Majesty's Rebellious Subjects in America, nor was it possible for any Vessel to get to the Isle Miquelon at the time of Year she was taken; besides she was intirely out of the Route for that place; and her Cargo wholly composed of Goods Suited for the present most pressing wants of the North American Rebels amongst which are said to be a Quantity of Naval Stores (by all Nations deemed Contraband) and now so much wanted in America that without Speedy and great Supply's of them the Rebels in a Short time will be unable to Act in an Offensive manner at Seat against their Lawful Sovereign: these and many other Corroborating Circumstances must plainly point out that the Isle Miquelon was not the Port the *La Felicité* was bound to.

I therefore presume Your Excellency will agree with me in this point that Merchants who for the sake of great advantage will Venture on an unlawful and illicit Trade should certainly take the risque wholly on them selves; and ought not, when disappointed endeavour to involve the States to which they belong in disagreeable controversies

For these reasons I flatter myself Your Excellency will perceive the Impossibility of my giving back the Brigantine *La Felicité* and will not therefore construe my present Refusal as an unwillingness to comply with Your Requisition, but as a Matter totally out of my power to effect the Vessel was immediately on her arrival, Libelled in the Court of Vice Admiralty where the proceedings are carried on with the utmost Regularity and propriety: The Persons Claiming property therein will be admitted to plead and make such defence as they are able: and I do not apprehend Your Excellency can entertain a Doubt but Justice will be duly and impartially administered to the Parties Concerned. I have the Honour to be Sir [&c.]

His Excellency the Comte D'arbaud

Governor General &ca &ca &ca Guadalupe

[Endorsed] No 4 20th Feby 1777. Copy of Letter in Answer to the Comte Darbauds Letter of Complaint relative the French Brigantine *La Felicite*.

[Admiralty endorsement] In V. A. Youngs Letter Dated 9 March 1777 –

1. PRO, Admiralty 1/309.

#### CAPTAIN ARTHUR MCLELLAN TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Gentlemen on bord the *Boston* Point peter <sup>2</sup> February 20 – 1777

I have the pleashure of Informing you of My arivel here in twenty Days and am Sorry the Markets is So Dul here My fish wont average more than 33s Shillings and out of that their is 5/ pr hundred duties My Lumber is not all Sold yet it is imposible to Get all the articles I want or Either to Sell the Vesel yet therefore if I Cannot Sell my Vesel I Shall purchase what Articles I Can and Come Home as fast as posible there is no arms to be had her[e] at present But thier is Some Expected hourelly from france whether they will Arive Before I Sail it is on Sertain Powder is from 2s/ to 1/9 pr lb flints Very few to be had I have Sent to Martinico and also to BasStare <sup>3</sup> for the Articles i want and I have Not had any accounts from Neither yet – Capt Coffin Arrived the Same time I Did I Receivd A letter from Martinico which Informs Me of Capt. Hellets [Allen Hallet] arivel their If I Dont Sell my Vesel I Shall Sail in 25 days from this Date I have Not No news to inform you of present [&c.]

Arthur McLellan

1. Mass. Arch., vol. 152, 63, Board of War Letters, 1776–1777.

2. Pointe-à-Pitre, on the French island of Guadeloupe.

3. Basse-Terre, Guadeloupe.

#### 21 Feb.

#### CAPTAIN THOMAS THOMPSON TO THE NEW HAMPSHIRE COMMITTEE OF SAFETY <sup>1</sup>

Gentn –

Portsmouth, Feby 21, 1777.

I have now confin'd in Goal, one Richd Weaver late a sailor on board

the *George Schooner* who enter'd on board the *Raleigh* but now says he is only willing to fight for King George & would not fight for the Americans; – with many other threats against the ship & desired I would send him to Goal. I did so; but he has since relented and made many protestations against his former crimes & desires to be released & receive any punishment I may think fit to inflict; but I cannot accept any such submission, but think to punish him by sending him back to Lord Howe, which he looks upon as the greatest evil that can befall him.

I have some others on board, and therefore an example must be made to prevent the like consequences.

I must beg the favour you will order he may be sent off whenever an opportunity offers; he may serve in exchange for a better man. Your [&c.]

Tho<sup>s</sup> Thompson

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 496.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOHN CLOUSTON <sup>1</sup>

War Office,

Sir,

Boston Feby 21st 1777 –

Your orders are to proceed with the first fair Wind & Suitable Weather to the Coast of Ireland, England and France, where you are to cruise until by manning your prizes or otherwise your men are reduced to 50 in number, or in Case your Circumstances otherwise require your going into Port, when you are to proceed to Nantz in the Kingdom of France – In your Cruise using your best Endeavours to take, burn, sink or destroy any armed or other Vessels, together with their Cargoes belonging to Great Britain and under proper prize Masters to send such Vessels & Cargoes as are taken into some safe port of the States of America preferring this State under whose Commission you more particularly act or into any Ports allied with or friendly to said States of America.

Upon your Arrival at Nantz you are order'd to apply to Messrs Jacques Gruel & Compy, & cleaning & refitting your Brig take in as many Arms & other warlike Stores as you can conveniently stow, together with such Masters & Mariners of Vessels fitted out by this Board & sold there as you can accomodate & return to Boston or other safe Port in this State immediately, giving us the earliest possible Notice of your Arrival by Express.–

Recommending you to the Protector of the injured & oppress'd & wishing you a successful Cruise. We are,

By order of the Board [&c.]

Sam<sup>l</sup> Phps Savage, Pres

Boston Feby 22d 1777 – I acknowledge the above to be a true Copy of the Orders I have receiv'd from the Honble Board of War, & promise to obey the same.

John Clouston

1. Mass. Arch., vol. 151, 407–08, Letters from the Board of War, 1776–1780. Clouston commanded the Massachusetts state brig *Freedom*.



JOURNAL OF H.M.S. *Centurion*, CAPTAIN RICHARD BRATHWAITE <sup>1</sup>

February 1777

Moored between Prudence &amp; Rhode Island.

Friday 21

A M Fired one Gun & Displayed a Union jack at the Mizen Peak, as a Sigl for a Court Martial to try Lieut: [John] Brown late Commander of His Majestys Armed Schooner *Tryal*, for the loss of the Said Vessel.

Moderate & hazy Wr with Snow, P M, the Court broke up When Lieut Brown, Commander, & Leonard Massy Master of the *Tryal* Schooner, was by the Sentence of the Court Martial dismissed the Service.

1. PRO, Admiralty 51/331.

GOVERNOR JONATHAN TRUMBULL TO GEORGE WASHINGTON <sup>1</sup>

[Extract]

Lebanon February 21st 1777

The number of Men employed on board privateers, and Merchant Vessells formed another Obstacle to raising an Army — they <sup>2</sup> recommended an Embargo upon all privateers and merchant Vessells, except those sent after Necessaries by permit, untill the Army was raised.

1. Washington Papers, LC.

2. Trumbull is referring to commissioners who met at Providence, Rhode Island, after the fall of New York, to consider measures necessary for the immediate defense of the New England states.

*Connecticut Gazette*, FRIDAY, FEBRUARY 21, 1777

New-London, February 21.

Last Sunday Capt. Stephen Clay, belonging to Connecticut-River, in 23 Days from Hispaniola, was drove ashore on Narraganset Beach, by two Frigates, who fired a number of shot at his vessel, and attempted to send a barge to take possession of her; but the inhabitants appeared for his assistance, beat off the boat, and assisted in getting off the vessel, which is since arrived safe at Stonington. The two ships afterwards bore away for Newport.

JOURNAL OF THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

[Fishkill] February 21st, 1777.

The committee to whom was referred the application of Captain Van Bueren, relative to the shipwrights, delivered their report which was amended, and agreed to the two following resolutions:

1st. *Resolved*, That Captain Leonard Van Bueren be permitted to engage any of the master builders, foremen and shipwrights now in the employ of the Convention of this State, leaving one master builder and as many shipwrights as may be necessary to complete the Continental frigates, *Congress* and *Montgomerie* to go up to the northward agreeable to his directions from Colo. Morgan Lewis, deputy quarter-master-general.

2nd. *Resolved*, That Messrs. Burling, Season and Miller be informed that it is with the approbation of this Committee that they and the shipwrights should

engage with Colonel Morgan Lewis, deputy quarter-master-general or his agent, to go to the northward, for the purpose of building vessels intended to be built on Lake George; and that this Committee doubt not that the Convention or future Legislature of this State, will devise means for employing them till the above work is completed.

1. *New York Provincial Congress*, I, 809, 810.

#### CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO GEORGE WASHINGTON <sup>1</sup>

[Extract] [Philadelphia] February 21 1777 –

Your Excellency will find herein A letter from the Navy board requesting the Assistance of fifteen or Twenty Rope makers, they are exceedingly wanted as we have plenty of Hemp which should be worked up with all possible expedition and we think you will greatly promote the publick service by directing A Search through the Army for these Men or as many of them as can be got sending them down and they shall be rewarded to their Satisfaction for the service they p[er]form and May afterwards return to their duty in Camp if it be their duty to return – We are &c &c

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776–77), 133, 89–90, NA.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Philadelphia, February 21st, 1777.

Mr. Nesbitt was directed to pay Doct'r Story Steward, of the Pennsylvania Hospital, £90 10, for Board, &c., of sick and wounded men, to be charged to Congress. Also, £2 for the Board of John Crony, who was hurt by a fall in the Province Ship *Montgomery*.

1. *Pennsylvania Colonial Records*, XI, 130.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

Philad'a Navy Board, Feb'y 21st, 1777.

Joseph Rhoads directed to go down the River and examine into the State of the Chevaux de Frizes building at Billings Port, &ca., on the Jersey Shore, and made a report to this Board.

In consequence of a Resolve of the Council of Safety, 17th October last, for contracting for twelve Boats to guard the Fire Rafts, Manuel Eyre and Joseph Marsh are appointed to get finished such as are building, and to Contract for the rest.

1. *Pennsylvania Archives*, 2nd series, I, 82.

**22 Feb.**

#### PETITION OF CHARLES MOULTON TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble the Council of the Massachusetts Bay  
Hond Sirs –

Your Petitioner Chas Moulton having on or about the 6th Inst preferd a petition to the Honble Counsel & House of Representatives, as likewise another

of the 19th Inst setting forth his situation as a Prisoner and begging leave to purchase a Vessell under one Hundred Tons Burthen, but as your Petitioner has not receivd an Answer thereto, He humbly intreats your Honors to grant the above request, with further leave to transport himself, with others who were taken with him in his Ship call'd the *Truelove* (Viz James Butcher Chief Mate, Thos Thomlinson Carpenter, Willm Catterall Boatswain, Wm Lawson Steward, & Jno Sinclair Cabbin Boy) to England without hindrance or molestation & your Petitioner will ever pray &c, &c,

Boston Feby 22d 1777 -

Cha<sup>s</sup> Moulton

[Enclosure] The Subscriber of the within Petition, proposes to the Honble Council that if their Honors shall please to grant him the prayer of said Petition he will use his utmost endeavor that a like number of Persons Prisoners to the King of Great Britain from the United States of Amer[ic]a and under similar Circumstances with himself and those mention'd & [in] said Petition as near as may be, shall be liberated and returnd, into their States. And the said Petitioner pledges his Honor that he will effect such liberation & return of Prisoners or will himself return with the within mentiond Persons into this State as Prisoners within the time of one Year from the date hereof:

And as a further security to this State, for his performing this Parole of Honor, He will deposite in the Hands of Willm Watson Esqr of Plymouth, or such other Person as your Honors may order One Pipe, one Hhd & one Quarter Cask of genuine fine Madeira Wine, to be sold on his Accot and the Nett proceeds thereof, Paid unto him or order in case he performs this Parole, or otherways to be paid as this State may order.

Chas<sup>s</sup> Moulton <sup>2</sup>

1. Mass. Arch., vol. 166, 280, 281.

2. Permission was granted February 24, Mass. Arch., vol. 20, 299-301.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Saturday February 22d 1777

Information of John P. Jones respecting Capt Uzuld having sundry Charts of the Coast of Cape Breton to New York which may be of great Service to these States.

The Board being informed that Capt Uzuld late Commander of the *Julius Caesar* has in his Custody Charts of the Coast from Cape Briton to New York & of the West Indies direct the Agents of this State to signify to the said Capt Uzuld that tis their expectation he delivers the same Charts to the said Agents or to such Person as the said Agent shall order and appoint to receive them.

1. Mass. Arch., vol. 20, 294, 295-96.

#### JAMES WARREN TO JOHN ADAMS <sup>1</sup>

[Extract]

Plymouth, Feb'y 22d, 1777

. . . As to news we have none. A few prizes, some of them valuable, have been sent in. Your Navy here still remains in port. When any of them go to Sea I can't say. The conduct of this part of your operations will be a subject of curious enquiry. I hear we are going to have another frigate and a 74-gun ship built here.

Will the conduct of this matter be put into hands of persons who scarcely know the difference between a ship and a wheelbarrow, and who seem to have no ideas of the importance of dispatch, or know not how to make it? . . .

1. *Warren-Adams Letters*, I, 294, 297.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN WILLIAM COIT, OF THE  
CONNECTICUT SHIP *Oliver Cromwell*<sup>1</sup>

Sr

Lebanon Feby 22nd 1777

We Understand the Ship is now Graved that you are taking in the Cannon & Stores that Capt [Nathaniel] Shaw [Jr.] is providing the Necessaires wanted, hope you are in a fair way to be soon ready for a Cruise you was to send us an Account of your hands, seamen, & Marines, that we may judge Whether we can release any or not, sundry of the Marines have Applied; since the Alteration of the Ship & reducing the Gunns will considerably reduce the Men, we want therefor to have you furnish us with a list especially of the Marines which you have with you & who still belong to the ship & who you suppose in your power to have when called for, & your Opinion what Number of Marines the Ship will require for the Cruise in her New and Altered situation, that we may know who we can dismiss. Indeed there are some whose Infirmary is such as perhaps will excuse them, there are five or six men from Windham who apply on the point of Inconvenience You will not Neglect to let us hear from you soon on this Subject that we may know how to Conduct to those who apply we have excused their attendance till we can hear from you and when Considered shall let you know who are excused. you will give us any further Intelligence you think Necessary, & when it is probable you may be ready to sail if nothing external prevents and am &c

Jon Tr-umb-ll

1. Conn. Arch., 1st Series, IX, 130, ConnSL.

JOURNAL OF H. M. GALLEY *Dependence*, LIEUTENANT JAMES CLARK<sup>1</sup>

Feby 1777

Do [Fort Lee NW 1 Mile]

Saturday 22

Modt and Hazy Wr these 24 Hours at 4 PM a Large Field of Ice Drove foul of us which set us on shore and sent the spa[illegible] Cables on Shore and made it fast to a Tree to hinge her till the Ice Drove past at 9 P.M. fired 4 four Pounders with round Shot at a Pty of Rebles which Attempted to cut our shore fast at 10 PM the Tide of Flood being done cast off our shore fast and haul'd off to our Anchr

1. PRO, Admiralty 51/4159.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS<sup>1</sup>

Number 25.

*Eagle* Off New York

Sir,

February the 22d 1777.

Enclosed herewith you will receive the Copy of a Letter from Captain Elphinstone, in Answer to a Representation from the Master of the *Dinah* Victualling Transport, charging Captain Elphinstone with Inattention to the Ships under his



Convoy, on his passage to this Port. A Copy of the Representation was transmitted with my Letter of the 23d of last October.

I have examined the Journal and Log-Book of the *Perseus*, and find that they correspond with the Relation given by Captain Elphinstone of the Difficulties he had to keep the Convoy together: Owing to the repeated Disregard of his Instructions manifested by the Masters of the Transports, rather than to any unfavorable Circumstances of the Weather; Until their Approach to the Banks of Newfoundland.

I am credibly informed the Rebels have engaged to pay the Wages due to the Masters, Mates, and (in many cases) Crews of the Prizes they take, out of the Produce of the Capture. The Misbehavior of the Masters, and their habitual Disregard of the Regulations for their Government under Convoy, can scarce be accounted for on any other Principles. But from whatever Cause it proceeds, the Satisfaction to the Crown for the Loss of the Cargoes through the misconduct of the Masters, is, I presume, in no Degree adequate. The Charge of the Freight, Value of the Ship, and first Cost of the Stores, being in many Cases of less Consideration, than a Disappointment in the timely Delivery of the intended Supply.

I have a Proceeding to communicate for their Lordships Information respecting the *Dinah*, upon an Occasion which, as it is quite new to my Experience, may have been irregularly conducted with regard to the Concern I had in it.

That Transport having been taken, as stated in the Master's Representation before-mentioned was retaken on the passage to Boston by the *Juno*, and carried to Halifax: Where soon after her Arrival she was libelled, as I am advised, in the Admiralty Court; Salvage to the Captors awarded, and Part of the Cargoe sold to pay the Expences of the Proceeding.

The Cash remitted for my Proportion of the Salvage, has been delivered to the Agent Victualler, and placed to his Debit Account. The Ship being reladen with the Remainder of the Cargoe, was sent and safely conducted to this Port.

The Charter party purporting that the Value of Victualling Transports taken by the Enemy shall be paid to the Owners, in Case the Master and Crew have made the best Defence they were able to prevent the Capture thereof; And deeming it probable, as the Master was sometime since returned to England, that this Condition on the part of the Crown in the Instance of the *Dinah* may have been already complied with; I thought it more advisable to order a Sale of the Ship at this Port for the Benefit of the Crown, than to suffer a further Expence to be incurred in refitting, manning and otherwise preparing her for a Voyage to Europe. The several Particulars respecting this Transaction, have been communicated to the Commissioners in the Department to which it relates.

The Proof that is to ascertain the suitable Conduct of the Master and Crew of the Transport whereby the Owners are to become intitled to receive the Value of the Ship in Payment as aforesaid, is (by the Charter-party) conditioned to be made before a Court Martial. Upon knowledge of that Obligation on the part of the Master, I should naturally be induced to [direct such in]quiry in the like Cases, as with [illegible] ship of war under the same Circumstances. But I am not apprised by what Authority the Master, or any Mariner belonging to a Transport refusing to acknowledge the Jurisdiction, could be compelled to appear before the

Court; Or, so appearing, to give Evidence on Oath for the Information of the Court I must therefore request to be suitably instructed, if any Proceeding is required to be had here on that Foundation.

The Dutch Transport *Addellgunte Loewise* having sprung a dangerous Leak on her passage from Europe, it was thought necessary that her Bottom should be examined. She was hove down in consequence. But not being ready to sail with the other foreign Transports under the Care of the *Active* and *Fowey*, she remained here waiting for a second Opportunity. The Captain of the *Lark*, then under Orders for Halifax, was directed to see this Transport in Safety clear of the Nantucket Shoals; Off of which the *Mermaid* was then stationed. And they sailed the 12th of December.

I have just learnt from some of the Crew of the Transport lately released, that the *Lark* parted from her the 14th of the same Month; And that on the next Day, she was engaged and taken by two Armed Vessels fitted by [illegible] English Officer who [illegible] to rec[illegible] this Transport [illegible] I shall be able to collect more Particulars respecting this Capture.

By the Terms of the Charter-party for these foreign Transports, the Master engaged "to deliver his Ship light, staunch, and well found." An equitable Adjustment of the Damage is agreed, "In case of Disputes, Disobedience, or Neglect of Time." The Master also binds himself, "By Order of the Commanding Officer to sail, proceed &ca, as he shall be directed and convoyed." But I do not see that any adequate Provision is made for the Contingency, in Case the Ship proves not to be in Condition to sail, proceed &ca when so required; thro' any Failure in the part of the Contract which respects the State and Sufficiency of the Ship, in the Course of the proposed Service. Their Lordships, I trust, will pardon the Liberty I take to submit my Doubts on these points, in Consideration of the Motives that induce me to trouble them therewith.

The Station near to which the Dutch Transport appears to have been taken, reminds me to mention my Disappointment concerning the *Mermaid*. The Term of that Ship's Cruize expired about the Middle of last Month. She sailed for her Station the 8th of December; And I had a Letter from Captain [James] Hawker dated at Sea the 13th of the same Month. But not having had Intelligence of him since that time, I conclude that by some Accident to his Masts in bad Weather, he has been forced off the Coast, and has proceeded for Repair of the Damage to the West Indies.

I am, with great Consideration, Sir, [&c.]

Howe

[Endorsed] R 8 May (2 Inclosures)

1. PRO, Admiralty 1/487.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE SIR PETER PARKER <sup>1</sup>

[Extract]

22d of February 1777

It is necessary on the Subject of the several Sentences and Minutes of Courts Martial enclosed with your said Letter of the 9th Instant, that I should take notice of a considerable Inaccuracy in the Proceedings of the Court assembled for the Trial of the First Lieutenant, Gunner, and Gunners Crew of the *Diamond* on the

23d of last Month; With respect to a Salute which it is much to be lamented was given from the Ship in such a Situation, and the unfortunate Accident that was the consequence of it.

I observe it is expressed in the Sentence of the Court, that the Parties described as aforesaid, (neither of whom are named in the Sentence to ascertain the Identity of their Persons) are brought to Trial "on a charge exhibited against them in a Letter from Captain Charles Feilding &c," When it appears at the same time that Captain Feilding sits as a Member of the Court. I conclude that this part of the Proceedings admits of such Explanation, as will shew the manner of stating the Fact to be the only essential Error. Had the Minutes of the Court been taken and reported with due precision, the doubt in this Case would probably have been removed. But no Copy of the Charge being there inserted a more particular Explanation would be requisite, if the greater informality, the total omission of the Names of the Parties accused, had not vitiated the whole Proceeding. Wherefore, being of Opinion that they are still chargeable with the guilt of having caused or been accessary to, the Death of many of His Majesty's faithful Subjects; I am to desire you will order a Court Martial to be assembled when convenient, to try by name the several Persons described as aforesaid, for being guilty of that capital offence; Added to the charge of neglect of Duty, which appears to be the only accusation in Captain Feildings Letter.

[Endorsed] In Lord Howe's Lre No 34.

1. PRO, Admiralty 1/487.

#### CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO THE NAVY BOARD OF THE MIDDLE DISTRICT <sup>1</sup>

Gentlemen

[Philadelphia] February 22nd 1777

In consequence of a recommendation from his Excellency General Washington, we desire you will push forward with the utmost vigilance [*sic* diligence] the fitting out all the Continental Fleet under your direction So that they may soon as possible be in readiness for sea or for service in this River and you are also required to have all the publick Stores under your care or Custody in readiness to be removed to places of Safety should any events happen to make such a Measure Necessary. You'll please to observe that this is done by way of precaution and that you must not Communicate the Substance of this but when absolutely necessary to avoid giving an unnecessary alarm We are Gentlemen [&c.]

To the Gentlemen of the

Navy Board Philada <sup>2</sup>

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776-77), 133, 93-94, NA.

2. John Nixon, Francis Hopkinson and John Wharton.

#### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Philadelphia, February 22nd, 1777.

An order was drawn on Mr. Nesbitt, in favour of Commodore Seymour, for One thousand Dollars, for the recruiting Service of the Naval Armament of this State, to be charged to his acco't.

*Resolved*, That all able bodied men who will enter into the service of this State (during the war) on board of any armed Vessell, shall receive a bounty of twelve Dollars on their enlistment.

*Resolved*, That the pay of the officers and privates of the Naval Armament of this State be as follows, viz:

Commodore,	75	Dollars	P mo.
Captains,	48	Dollars	P mo.
First Lieutenants,	30	Dollars	P mo.
Second Lieutenants,	20	Do.	P do.
Gunner,	16	do.	P do.
Boatswain,	16	do.	P do.
Carpenter,	16	do.	P do.
Armour,	13	do.	P do.
Clerk & Steward,	16	do.	P do.
Cook,	12	do.	P do.
Drummer,	10	do.	P do.
Fifer,	10	do.	P do.
Surgeon of the Ship,	48	Dollars	P mo.
Surgeon's Mate,	20	Do.	P mo.
Scamen,	12	do.	P mo.
Boys,	6	do.	P do.

Petty Officers, such as Quarter Masters, Gunners' Mates, Boatswains' Mates & Carpenters' Mates, on board the Ship & Floating Batteries, 13 Dollars P month.

The Officers pay to Commence the 15th November, 1776.

The privates to commence the 1st of February, 1777.

1. *Pennsylvania Colonial Records*, XI, 131, 132.

#### JOSEPH RHOADS' REPORT ON THE CHEVAUX DE FRISE <sup>1</sup>

February 22, 1777.

Remarks made by Joseph Rhoads with Respect to the State of the Chevaux de Friezes at Billinsport.

That there are Eight Frames finish'd & plank'd; eight more to finish, part not rais'd.

He thinks there is as much Plank as will finish two of the Latter, & consequently Plank for 6 Wanted.

There are 42 Loggs at the Water side; and a Certain Woulfe, who lives at the place, informs that there are Several Loggs along shore.

There are 36 Small Loggs on the ground, which will make floor Timbers, as also Some Scantling and Boards.

He thinks there are Bolts, Straps, & pins Enough to finish the above Frames.

There is One Barrell of Spikes; not sufficient to finish the Frames begun.

The Spear Irons are all on.

1. *Pennsylvania Archives*, 1st series, V. 238.



MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

[Philadelphia] Navy Board, Feb'y 22d, 1777.

On motion, that some alteration should be made in the construction of the guard Boats.

Resolved, That Manuel Eyre & Joseph Marsh be appointed to construct and give all necessary directions in regard to the building of said Boats.

1. *Pennsylvania Archives*, 2nd series, I, 82-83.

*Pennsylvania Evening Post*, SATURDAY, FEBRUARY 22, 1777

At Public Vendue, on Tuesday next, the 25th instant, at ten o'clock, on Montgomery's (late Plumstead's) wharf, will be sold about two tons and a half of Ivory.

And on Wednesday evening, the 26th instant, at six o'clock, at the Coffee-house, will be sold the prize ship *Sam*.<sup>1</sup>

Also the prize sloop *Race Horse* <sup>2</sup> with all her guns, tackle, furniture and apparel. Inventories to be seen at the Coffee-house.  
Feb. 22.

1. Taken by the Continental sloop *Independence*, Captain John Young.

2. Prize of the Continental brig *Andrew Doria*, Captain Isaiah Robinson.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Saturday 22d February 1777. —

George Rodgers recommended to Capt William Aylett as a proper person to be appointed Mate of the *Greyhound* Capt [Edward] Wonycott —

1. Navy Board Journal, 182, VSL.

VIRGINIA NAVY BOARD TO WILLS COOPER, SUFFOLK <sup>1</sup>

Sir

Mr William Holt will deliver you a Tun of Iron, Barrel of Ale and seventy pounds of Twine for the use of the Gallies building at South Quay which you'll please receive and give immediate notice of to Mr Chtpr [Christopher] Calvert who superintends the building of the said Gallies.

(Signed) Thomas Whiting 1st Comr

[Williamsburg] 22d Feby 1777 —

1. Navy Board Letter Book, VSL.

CAPTAIN THOMAS PASLEY, R.N., TO VICE ADMIRAL CLARK GAYTON <sup>1</sup>

*Glasgow*. Port Royal

Jamaica February 22d 1777

Sir

On the 6th of December 1776 I Sailed in His Majestys Ship *Glasgow* under my Command, together with His Majestys Sloops *Hornet*, *Beaver* and *Fly*, through the Needles with 91 Sail of Merchant Ships under Convoy. On the 25th I had an opportunity by way of Teneriffe of transmitting their Lordships a particular Account and complaint against six Ships (Agreeable to the inclosed List.) that

had intentionally left my Convoy, on the 21st January 1777, The *Wetherall* Captain Cox bound to St Christophers stole from the Convoy in the Night which I beg you will be pleased to represent to their Lord ships for the Information of the Merchants, I have the pleasure to acquaint you that every other Ship bound to the Leeward Islands, I saw safe into their destined Ports. And on Tuesday the 11th inst then every Ship bound to Jamaica being in Company Close off the East End to the number of 32 Sail of Merchant Ships And five Transports, I was superceded in my Command by Captain [Nathaniel] Bateman of His Majestys Ship *Winchelsea* who was pleased to order me down to Savana L'Mar with only two ships, Carrying the *Hornet* into Port Royal with him I am Sir [&c.]

Thomas Pasley

[Enclosure]

List of Six Ships that left the Convoy as transmitted to there Lordships, & one Afterwards.

Ships Names	Masters.	Bound to	When left the Convoy.
<i>Westerhall</i>	Jno McLeuin	Granada	Decr 15. 1776
<i>Yankey</i>	Thos Nowland	Do	Do
<i>Elizabeth</i>	Alexr Hope	Barbadoes	Do
<i>Sally.</i>	Berry Hartwell	Tobago	Do
<i>Loyal Charlotte</i>	Igns Fenwick	Antigua	Do
<i>Elizabeth</i>	Robt Campbell	St Christophers	Supposed Decr 17th
<i>Weatherell</i>	Martin Cox	Do	Jany 21st 1777 -

[Jamaica, February 22, 1777]

Thomas Pasley

[Endorsed] A Letter from Captain Pasley inclosing a List of Merchant Ships that parted Convoy from the *Glasgow* No 3

[Admiralty endorsement] In Vice Adml Gayton's Letter 30th March 1777.

1. PRO, Admiralty 1/240.

### 23 Feb. (Sunday)

JOURNAL OF H. M. S. *Milford*, CAPTAIN ANDREW BARKLEY <sup>1</sup>

Feby [1777] Do [Halifax Lighthouse] N4.30Wt 176 Leags  
Bermudas S 15.46. 68 Leags

Sunday. 23 5 AM. saw a sail to the Wt ward with her head to the Nt ward  
Lying too Gave Chase Do spoke the Chase  
[P. M.] hoisted the Boat Out & Sent her on Board the  
Chase, She proved to be the Brig *Elizebeth* taken by the  
Rebels <sup>2</sup>

1. PRO, Admiralty 51/607.

2. Brigantine *Elizabeth*, William Garnett, master, was captured January 30, by sloop *Lyon* of Connecticut, N. S. Arch., vol. 495, Vice Admiralty Records, Register of Letters of Agency, book 5, 1769-1777.

COMMODORE ESEK HOPKINS TO CAPTAIN ABRAHAM WHIPPLE <sup>1</sup>

Sr

Providence Februr 23d 1777

You will take on board the *Providence* one hundred men of Genl Spencer's army when they come in order to enable the ships to go to Howland's ferry I shall be on board in the morning You will likewise apply to Mr Tillinghast for any supplies the ship may want. I am Sir [&c.]

Esek Hopkins

To Abraham Whipple Esqr

Commannder of the Ship *Providence*.

1. Abraham Whipple Papers, RIHS.

STATEMENT OF JAMES SELLERS, SECOND LIEUTENANT OF THE CONTINENTAL FRIGATE *Warren* <sup>1</sup>On Board the Ship *Warren* Feby 23 1777.

The regard which I have for my country has induced me to write the following accusations against commodore [Esek] Hopkins.<sup>2</sup>

first: I know him to be a man of no principles, and quite unfit for the important trust reposed in him. I have often heard him curse the honorable marine committee in the very words following. ["God damn them. They are a pack of damned fools. If I Should follow their directions, the whol country would be ruined. I am not going to follow their directions, by God."] Such profane Swearing is his common conversation, in which respect he Sets a very wicked and detestable [exam]ple both to his Officers and Men. Tis my humble opinion that if he continues to have the command, all the Officers, who have any regard to their own characters, will be obliged very Soon, to quit the Service of their country, When the frigates were at newport, before the british fleet took possession of that place, more than an hundred men, who were discharged from the Army, the most of them Seamen, were willing to come on board the Ships and assist in carrying them to boston, or any other harbour to the Eastward, in order that they might be maned, but commodore hopkins utterly refused, being determined to keep them in this State, from which we have not been able, after all our pains, to procure a Single man for this Ship. He has treated prisoners in a very unbecoming barbarous manner. His Character and conduct are Such, in this part of the country, that I can See no prospect of the fleets ever being maned.

Jas Sellers

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 229, NA.

2. See *Warren* officers to Marine Committee, February 19.

"EXTRACT OF A LETTER FROM MR. JAMES BARTON, SECOND MATE ON BOARD THE *Thomas*, BELONGING TO LIVERPOOL, DATED NEWPORT, RHODE ISLAND FEB. 23, TO HIS OWNER AT LIVERPOOL." <sup>1</sup>

The 21st of January last, in lat. 14 N. and long. 56 W. from London, we were met with, engaged, and taken, by an American privateer called the *Revenge*, Jos. Sheffield commander, after having two of our people killed, and the Captain, Mr. Harper, and the Boatswain, wounded.

Most of the crew, with myself, were put on board the privateer; but on the 23d of January we fell in with a French ship bound to Martinico, whom the privateer obliged to take immediately on board her our Captain, Chief Mate, and all the crew, excepting the Boatswain, who was very ill wounded, a boy, and myself, whom they detained, and would not suffer to quit the ship. We parted from the French ship the same day, and stood for America with the privateer in company. We had very bad weather after leaving the privateer; and on the 14th of February made land, which proved to be Rhode Island, and not having heard that it was taken, we stood in for the harbour, which we were very near, when the privateer, our consort, a-head saw a sail, and crowded all [sail] she could, and stood from her; we followed his example, but it blowing very fresh at N. W. in about two hours the sail came along-side of us, which proved to be his Majesty's ship *Unicorn*, of 20 guns, commanded by John Ford, Esq; who took all the prisoners on board his own ship, and sent two officers and 12 of his men on board of us to take charge of the vessel. We then stood for Newport with the *Unicorn* in company with us till morning, when she left us and went in chace of a sloop, and on the 16th of February we got safely to anchor in the harbour. The privateer took all our letters and papers from on board us.

Capt. Wise and his boy, who were taken by the same privateer in her last cruize, are on board, and I believe they will come home with us. When our ship was taken we had very little water, and the privateer was in the same case; they therefore thought proper to unstow our hold, and take our wine, upwards of 180 firkins of butter, two hogsheads of bread, two barrels of flour, four barrels of pork, a few bags of barley, pease, &c. five or six barrels of gunpowder, some small arms, and sundry other articles on board of them, for fear of our vessel being retaken.

1. *London Chronicle*, May 1 to May 3, 1777.

#### JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN<sup>1</sup>

February 1777	Moor'd off the Town of New York –
Saturday 22	at 11 AM the <i>Saint Lawrence</i> Schooner arriv'd from the S[oun]d
Sunday 23	at 8 AM the <i>Swan</i> Anchd in the Et River
	at 10 PM Anchor'd here a Schooner prize to the <i>Phoenix</i> and a Brigg Prize to the <i>Brune</i>

1. NMM, Admiralty L/E/11.





*John Langdon*

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE FRIGATE *Randolph*<sup>1</sup>

		Frigat <i>Randolph</i>	Nicholas Biddle Esqr Commander.	1st Cruise	Dr
1777					
January	4 [To]	Cash paid	William Askew for 130 Bushls potatoes	25.12..6	
"	"	do	John Elmslies Bill	2.14..-	
"	"	do	for 1 lb Brown Thread	15..-	
"	"	do	William Cox for 6½ cord oak wood	14.3.7	
"	"	do	ditto 5¾ do hickory	18.14.8	62.9.9
<hr/>					
"	18	do	Benjn Towns bill	105.12..-	
"	"	do	John Peters for 40 barls Ship bread	61.7.3	
"	"	do	Josa & Caleb Ashs bill for fresh Beef	25.15.10	192.15.1
"	24	2 Ps 116¼ yards	French Canvass equal to No 2		
"	"	62 Hammocks			
"	"	30 Cutlasses			
"	"	12 Barrels Ship Bread averag'd	@ 15/	22.10..-	
"	28		@ 31/		18.12..-

February 1	“	100 Tons Pig Iron			
“	“	1726 12 lb & 706 5 lb Round Shott wte	24948 lbs @ 3d		311.17.-
“	“	500 dbl head 12 lb	do	7500 lbs @ 9d	281.5.-
“	“	200 hand Grenadoes	@ 2/		20.-.-
“	“	2700 Wadds wte 29.1.13	@ 50/ P Cent		73.8.9
“	“	1 Brass & 2 Iron Blunderbuss'			
“	“	1 Hhd Molasses 118 Gallons	@ 3/		17.14.-
“	7	24 Barrels Ship Bread averag'd 31/ P Bbl			37.4.-
“	10	Cash paid John Emslie for 200 Fuzes			2.18.4
“	“	do William Perkins Blacksmith Bill			6.15.-
“	“	do John Le Teliere for 2 Silver Calls			6.-.-
“	15	do Joshua & Caleb Ash for 4000 lbs Beeff			15.13.4
“	23	Amount of Ship Chandlery comprehending			100.-.-
“	“	Gunner, Boatswain, Carpenter & ca & ca Stores			
“	“	Amount of Cordage Complete for Sea			
“	“	Tons C qr lb			
“	“	wte 33.12.1.18 averag'd @ 69/6 P Cent			867.2.7½
		Continued & Carried to page 5 2			
			Entd	Cd fwd	2336.11.11
					3203.14.6½

1. S. W. Woodhouse Collection, Box 5, Ships Papers 1776-1803, HSP.

2. Missing from source.

PROTEST OF SAMUEL LIGHTBOURN, MASTER OF THE BRITISH BRIGANTINE *Fanny*<sup>1</sup>

Bermuda als } Somer Islands }	By His Excellency George James Bruere Esqr Governor, Commander in chief, and Vice Ad- miral of these Islands –
----------------------------------	--

L:S:P: To all to whom this present Writing or Instrument of Protest shall come  
or may concern Greeting.

Know Ye that this twenty third day of February in the Year of Our Lord one thousand seven hundred and seventy seven before me personally appeared Samuel Lightbourn late Master of a Certain Brigantine called the *Fanny* who Solemnly made Oath on the Holy Evangelists of Almighty God that he Sailed with the said Brigantine under his Command from the Island of Antigua on the Thirty first day of July last past bound for London, and Accordingly proceeded untill the Twenty first day of August following being then in latitude 33°00' No Longitude 59.30 Wt when he was pursued & taken by an American Privateer Sloop called the *Independence* Jabas [Jabez] Whipple Commander and sent into Providence in Rhode Island Government, and there condemned in the Court of Admiralty at said Place, And in like manner also appeared John Lightbourn late Mate of and belonging to the said Brigantine *Fanny* who likewise Solemnly made Oath that all what the above Named Samuel Lightbourn hath before deposed is true

Wherefore the said Samuel Lightbourn for himself his Mariners Owners Freighters and all others whom it doth or may concern does hereby Protest against the matters aforesaid, And all Damage Occasioned or sustained thereby as also Against all costs delays disappointments Expences and other matters and things which can or may lawfully be protested Against in as large and Ample manner as the same can or may be done by Law or Form. And Persevering in the said Protest the said Appearers have hereunto set their Hands the day and Year first above written.

Samuel Lightbourn  
John Lightbourn

This Done and Protested before me the Governor and Vice Admiral aforesaid, In Testimony whereof I have hereunto set my hand and caused the Great Seal of these Islands to be affixed the day and year aforesaid –

George Jas Bruere

By His Excellency's }  
Command }  
Jn<sup>o</sup> Randle D:Secy

1. Book of Bonds, Bills, Grants and Protests, No. 14, 407–08, Bda. Arch.

VICE ADMIRAL JAMES YOUNG TO COUNT D'ARGOUT<sup>1</sup>

Copy)  
Sir

Antigua 23d February 1777.

I had the Honour to receive Your Excellency's Letter of the 12th Current, by Monsieur Bougon: and have very great pleasure to perceive my Letter addressed to Your Excellency the 7th Instant has given the Satisfaction I wished.

From Your Excellencys known Justice and Integrity I doubt not, that when You are Rightly informed of the Collusion and Deceit practised between the



American Rebels and some of the Trading People in Your Islands (respecting the Clandestine disposal of the Cargoes of such English Vessels as have been Carried in by the American Armed Vessels) You will at once put a Stop thereto.

For although Your Excellency avows driving them from Your Principal Ports, Yet I am informed (from the best Authority) they go to the Small Bays and there act in such manner as they find most Convenient: and readily dispose of the Cargoes of such English Vessels as they have taken, without their having been Condemned as Prize in any Court.

Whilst the American Rebels can thus find a Vent for their Piracies it will be endless for Your Excellency and myself to Correspond about them, but would You be pleased to prohibit their bringing English Prizes into any of the French Islands, or be so good to detain them when brought in to Your Ports: and acquaint me therewith that I might send for them away; (and this cannot be deemed a breach of Neutrality even to the North American Rebels who ought not by the Law of Nations to carry their unlawful Captures into any Neutral Port) it would speedily put an effectual Stop to their Piracies, and drive them from these Seas.

As to the Vessel Your Excellency mentions to have been taken by one of the Antigua Pilot Boats Called the *Tryall*; who had no Commission to take Prizes, You are already acquainted with my Sentiments on that Subject; tho I am sorry to add, it is not in my Power to take her out of their Hands and give her Back: after being brought into Port and proceedings carried on against her in the Court of Admiralty: but the Judge is doubtless answerable for his Conduct, in Condemning such kind of Captures and be assured I shall make True Relation of all these proceedings to the Court of London in my first Dispatches.

Your Excellencys Letter brings me the first account of Lieutenant [John P.] Ardesoif (Commander of his Britannic Majesty's Armed Brigantine *Pelican*) meeting your express Boat at Sea, and behaving improperly to her: he is now at sea on a Cruize, but when he next Returns here, I will have that matter thoroughly examined into, and if he cannot Clear himself of the Charge will take Care He shall not have another Opportunity to Commit the like excess.

I flatter myself Your Excellency is satisfied that nothing can be more pleasing to me than keeping up all possible Harmony and Friendship, between our respective Colonies: and that my best endeavours shall never be wanting to effect the same. I have the Honor to be Sir [&c.]

His Excellency the Compt Dargout

Governor General &ca &ca &ca

[Endorsed] No 6 (Copy) 23d February 1777. Answer to a Letter from the Compte Dargout of 12th Feby 1777.

[Admiralty endorsement] In V. A. Young's Letter Dated 9 March 1777 –

1. PRO, Admiralty 1/309.

GOVERNOR EDWARD HAY TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Copy)

Sir

Barbadoes 23d Feby 1777.

Captain [Robert Palliser] Cooper delivered me your obliging Letter of the 3d Instant, to acquaint me that several Adventurers belonging to Antigua encour-

aged by the opinion of the Attorney General and other Lawyers, have fitted out several Armed Vessels, and without Commission, and which are sent out to Cruize against the Americans.

I entirely agree with You that self appointed Cruizers are entirely new. I know of no distinction between an Armed Vessel without a Commission from the State and a Pirate; except in a Loaded Vessel, where Arms are for the defence of property. It appears to me that such Armed Vessels are liable to be Seized by any Nation whatever; and the consequences of bringing on a General War by embroiling our Court with that of France ought to be considered by the Inhabitants of these Islands, with great seriousness.

My General Commission gives me full powers in very express Words against all Enemies Pirates and Rebels both by Sea and Land: but by a particular Instruction, in regard to Commissions in the Plantations to "private Ships of War, I am directed to Govern myself whenever there shall be occasion, according to the Commissions and Instructions granted in (this Kingdom) Great Britain." With this Commission and these Instructions I left England in 1773, since which time and particularly since the American open Rebellion began I have received no Instructions upon the Subject of Letters of Mark – therefore this being a very singular contest and of which the like is not to be met with in History, and as Government has thought proper, no doubt for very wise reasons, not to grant Commissions to Private Vessels; I should by no means think myself authorised in the present case, by the words of my Commission, even altho I had no particular Instruction to restrain me: for I do not see how a Servant of the Crown can exercise powers, which the Crown itself does not choose to put in practice.

Some of the Traders of this Islãnd, after consulting the Attorney General, applied to me. I could give them no Authority or Commission, nor any further encouragement than that their Vessel would be liable to be Seized by any nation whatever. I am likewise at a loss to know how any Prize such uncommission'd Vessel may take, can be cognizeable by a Court of Vice Admiralty; unless the Judge would condemn both, One as a Rebel and the other as a Pirate.

At the same time I told them, that as several Vessels appear frequently to the Northward of this Island supposed to be American Cruizers: If the Merchants thought proper to present an Address to me desiring I would apply to You as Commander in Chief in these Seas, to send one of His Majesty's Ships under Your Command to protect our Trade and our Coast, I would most readily transmit such an Address and recommend it strongly to Your Notice.

I have heard nothing from them since Friday and as Captain Cooper will sail to Day I will Close this Letter with the assurance of the most perfect esteem and Regard, being Sir [&c.]

Edw<sup>d</sup> Hay

[Endorsed] No 10: Governor Hay's Letter in Answer to Adml Young.

[Admiralty endorsement] In Adml Young's Letter Dated 8 March 1777 –

1. PRO, Admiralty 1/309. Hay was Governor of Barbados.

24 Feb.

"ACCOTS OF PRIZES CONDEMNED IN NEW HAMPSHIRE" <sup>1</sup>

Accos of Prizes taken & brot into the State of New Hamps, since the Commencement of Hostilities with Great Brittain .

Viz.

State of N H.	Ship <i>Prince George</i> <sup>2</sup> abt 200 Tons, Richd Emms Comr in Governmt Service, having on Cargo 1800. bbS Flour – 4456 . 14 . 6
	Schooner <i>Rainbow</i> abt 30 Tons, Jno Monegale [McMonagle]
Continental	Comr from Nova Scotia bound to Boston – Cargo Potatoes & Turnips 100 . . 3 . 5¼
	Ship <i>Susanna</i> abt 240 Tons, Jno Frazer Comr in Governmt Service – Cargo vizt
Ditto	20 Chalds Coal. 117 Butts Porter. 100 Cks Sour Crout, 66 Bags Hair, 20 Live Hogs, 6 Cannon, 2 Swivels 2½ bbs Powder & s – 1936 . 13 . 8¼
	Ship <i>Reward</i> abt 500 Tons Bailey Comr from Tortola bound to London Cargo vizt
Private	650 Hh'ds Sugar, 30 Hh'ds Rum, 9 Bales Cotton, 3 Pipes Madeira Wine & some Fustick – 12865 . . 7 . . 9½
	Ship <i>Nelly Frigt</i> abt 300 Tons, Lyonel Bradstreet
Continental	Comr from Honduras to London – Cargo 120 m ft Mahogany & 32 Tons Logwood 4990 . 11 . 11¼
	Ship <i>Royl Exchange</i> abt 250 Tons Lawrence Bowden Mr from Grenada to London – Cargo vizt –
Ditto	281 Hh'ds Sugar, 52 Hh'ds Rum, 11 Do Coffee 2 Bales Cotton & 1½ pipe Wine – 9000 . . – . . –
Private	Schooner <i>Glasgow</i> abt 50 Tons from the Banks to Guernsy loaded with Fish, Lamp Oyl &c. 938 . . 8 . . 2
Ditto	Schooner <i>Neptune</i> abt 65 Tons, taken on the Banks with abt 50 Quints Green Fish & 40 Hh'ds Salt – 566 . 9 . 3¾
Ditto	Ship <i>Hero</i> Chs Hartford Comr abt 280 Tons, in Governmt Service from Jama to N York Cargo 500 Hh'ds Rum 25892 . . 1 . . 4
Ditto	Ship <i>Live Oak</i> abt 180 Tons Lesley Comr from Honduras to London – Cargo vizt 63 m ft Mahogany & 28 Tons Logwood 1589 . . 0 . . 5¾

Ditto	Brigt <i>Three Friends</i> abt 140 Tons – from St Eustatia to Ireland – Cargo vizt 193 Hh'ds 9 Teirces & 32 bbs Sugar – also 1 Bag Coffee	5870 . . 8 . . 3
The Court } gave her to } Pinkham }	Schooner <i>George</i> <sup>3</sup> (the <i>Milfords</i> Tender) Richard Willis Comr – brot into this port by Capt Pinkham a prizoner then on board in a severe Storm – About £1000 . . – . . –	
Private	Brigantine <i>Favourite</i> , Christo Yeoman Comr about 260 Tons – a Transport bound Home from N York –	
		about £2300 lawful
	Masts & Yards in Piscataqua River taken & Condemned	528. 16 . . –

Portsmo Feby 24. 1777.

W. Gardner, for & in behalf of

Jno Langdon

1. John Langdon Papers, Correspondence 1773–1797, NHHS.

2. *Prince George* was captured on October 21, 1775. See Volume 2, 267–68.

3. Formerly Washington's schooner *Warren* captured by H. M. S. *Liverpool*. See Volume 6.

#### PETITION OF JAMES FOOT TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honorable Council of the State of  
Massachusetts Bay New England  
Humbly sheweth

That your Petitioner James Foot Master of the *Sarah and Elizabeth* with a very valuable Cargo was taken on his Voyage from Jamaica to London by a Privateer of Cape Ann (the *Warren* Capt Coase [William Coas]) <sup>2</sup> and carried in there some Months ago, the Captors have generously given him half of his adventure which has enabled him thro' that means and other little matters which he had to bid for said Ship when put up at Vendue, they were so kind as not to bid against him, in order to serve him, and in some shape to make up for his heavy Losses, he has in consequence thereof Purchased said Ship with the Mony he received – he therefore requests your Honors kind indulgence to permit him to leave this Continent with said Ship in Ballast to Jamaica and take with him his Apprentices and a few Seamen (Prisnors only) bearylly sufficient to Navigate said Ship to the Island, in order to get into his usual track which will be the means to alleviate his misfortunes and put him in his usual course of a comfortable subsistance, he has constantly used the Jamaica trade from a youth, and that Seven Eight's of the Ship is owned by the Planters Natives of Jamaica, and himself one of his owners, Samuel Horlock Esqr was a passenger on board the Ship, and is now in Boston. Your Petitioner ventures freely to appeal to those Gentn at Cape Ann and to several in this Town who he has had the pleasure of being acquainted with since his arrival, for the evidence of his unexceptionable behaviour and Character he further assures your Honors he is willing to give evry proof in his power that he will make the best of his way to his Friends in the Island of Jamaica, in order to get his Ship Loaded, the season is now so far advanced that he is anxious to get there least he shou'd loose his chance of a Loading



He therefore humbly begs your Honors kind indulgence in granting him this his Petition and as in Duty bound with a gratefull Heart he shall ever pray  
 Boston February 24th 1777  
 Ja<sup>s</sup> Foot <sup>3</sup>

1. Mass. Arch., vol. 166, 287–88.

2. See Volume 6.

3. Petition was granted this date, Mass. Arch., vol. 8, 211.

LIEUTENANT ADAM W. THAXTER TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir Providence February 24th 1776 [*sic* 1777]

The Officers and Men of the Sloop *Providence* have Impowerd Mr Nathaniel Green to Receive from the Continental Agents their Prise Money, which if shortly Paid will be a Service to the Fleet, as most of them will ship again on Board the Sloop or some Other Vessel in the Fleet Mr Green and Mr Trivet [John Trevett] will call on the Agent at Boston to make a Demand of the moneys due to the Sloops Crew, those Gentlemen are well acquainted with the Terms of the People's Shipping, their Times are out and are Dischard, if you will be kind Enough to put Mr Greene in the most Ready Method of geting the Money, it will be attended with good Consiquences, and the Sloop will be sooner Mand by your Influanace and the favor ever Acknowleged, –

I am still on Board the Sloop and I mean to Continue, there is but three Hands with me, shoud be glad she ware Mand and at Sea, any thing in my Power shall always be Ready to serve you and I am with Due Respect Sir [&c.]

Adam W. Thaxter <sup>2</sup>

NB. Please to Excuse my Requesting this Trouble of you

John P. Jones Esqr at Boston favord by Mr Trevet

[Endorsed by Jones] Providence Feby 24th 1777 letter from Lieut Adam W. Thaxter recd Boston

1. Papers of John Paul Jones, 6552, LC.

2. Thaxter was second lieutenant of the *Providence* under Captain Hoysteed Hacker during the joint cruise with Jones in the *Alfred* during November 1776.

STATEMENT OF LIEUTENANT RICHARD MARVEN AND OTHERS OF THE  
 CONTINENTAL FRIGATE *Warren* <sup>1</sup>

Ship *Warren* Feby 24 1777

The following lines contain the reasons why we Signed the petition against Commodore Hopkins. we consider him, on the account of his real Character, quite unfit for the important publick Station where in he now pretends to act. We know him to be, from his conversation and conduct to be a man destitute of the principles, both of religion and Morality; We likewise know that he Sets the most impious example both to his officers and Men by frequently profaning the name of almighty God, and by ridiculing virtue. We know him to be one principle obstacle, or reason why this Ship is not maned; & people are afraid to engage in the fleet through fear of their being turned over to this Ship. We have considered it as an indispensable duty we owe our country Sincerely to petition the Hon[orable] Marine Committee that his conduct and character may be enquired into, for as

things are now circumstanced we greatly fear these frigates will not be in a Situation capabl of doing [illegible] America any Service

Richard Marven  
George Stillman  
Barnabas Lothrop

Commodore hopkins is very much blamed by people here for not destroying a british frigate when on ground a few days ago in this River, and we Suppose very Justly

Ja<sup>s</sup> Sellers  
Richard Marven

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 229–30, NA.

STATEMENTS OF THE GUNNER, CARPENTER AND A MIDSHIPMAN OF THE  
CONTINENTAL FRIGATE *Warren*<sup>1</sup>

Ship *Warren* Feby 24 1777

I the Subscriber have heard Commodore Hopkins Say that the continental Congress were a pack of ignorant Lawyers Clarks and that they know nothing at all. I also have heard him Say, when earnestly persuaded to remove the fleet to Boston, being in constant expectation that this river would be blocked up, the Ships Shall not go to Boston, by God.

P. James Brewer

Ship *Warren* Feby 24 1777.

I the Subscriber can attest that our Commander, Commodore Hopkins, has Spoken very abusively concerning the Honorable Congress; calling that respectable assembly, who ought to be considered as the guardians of American liberty, a pack of ignorant lawyers Clarks, who knew nothing at all.

John Truman

Ship *Warren* Feby 24. 1777.

I the Subscriber have heard Commodore Hopkins assert that the continental congress were a pack of damned rascals; the best of them were lawyers Clarks, and knew nothing of their business; that he, his self, intended to leave the Navy and go to Philidela in order that the Congress might have Some body there who kn[ew] Something, for Shame and destruction must be the portion of the american fleet unless he undertook to negotiate that affair.

Samuel Shaw.

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 230, NA.

STATEMENT OF JOHN REED, CHAPLAIN OF THE CONTINENTAL FRIGATE *Warren*<sup>1</sup>

On board the *Warren* Feb 24 1777.

I the subscriber do know that our Commander, Commodore Hopkins, allows himself to speak in the most disrespectful manner concerning the honorable Continental Congress, although I have lived in the cabin with him, I do not remember that he has ever once spoken well of those guardians of America, but seems to embrace every opportunity in order to disparage & slander them. He does not hesitate to call them a pack of ignorant fellows – lawyers clerks – persons that don't know how to govern – men who are unacquainted with their business – who are unacquainted with the nature of mankind – that if their precepts &

measures are complied with the country will be ruined. I have also heard him say that he would not obey the Congress. He not only talks about them most disrespectfully among our own folks but I have heard him exert himself earnestly in order to disparage them before strangers, before two prisoners who were masters of vessels in their passage to Newport in order to be exchanged. He also positively asserts that all mankind are exactly alike – that no man ever yet existed who could not be bought – That any person living could be lured with money to do any action whatsoever. This he also asserted in the hearing of the beforementioned prisoners, for what reason I can't determine unless he was desirous of making a bargain with Sir Peter Parker.

He allows himself in anger & in common conversation to take the name of God in vain; he is remarkably addicted to profane swearing. In this respect as well as in many other respects he sets his officers & men a most irreligious & impious example. He has treated prisoners in the most inhuman & barbarous manner – I very well know by hearsay, how he has conducted in regard to his men's being paid off & being discharged when the term of time for which they engaged was expired. In this part of America people are afraid of him. They are jealous of him & he is an effectual obstacle to the fleet's being properly manned. He is very much blamed by people here for not destroying a British frigate when aground a few days ago in this river. I am not prejudiced against the man. My own conscience, the regard I have for my country and the advice & earnest desire of many respectable gentlemen have induced me to write what I have written

John Reed

1. Hopkins Papers, vol. 3, RIHS.

MARINE CAPTAIN ELIPHALET ROBERTS OF THE CONNECTICUT SHIP  
*Oliver Cromwell* TO GOVERNOR JONATHAN TRUMBULL<sup>1</sup>

honourd sir

Hartford febry the 24th 1777 –

I now informe you that I never undertuck a Voyage to sea in my Life that I Did not pirforme and this more Espetially as your honour & your worthy Counsell have thought on me & have put such Confidance in me & take it as an honour Dun me & am much obligd to you all for the same

I must tell you that I scorne to Resine or to pirtision to your honour for a Dismission but must aquant your honour my stasion is not all together so agreeable as I Expected Capt Coit I am satsified with for a seaman he Did not pirtend & it is not his falt that the ship was not at sea four months before now nither is it your honours Nor your Counsells for I must say that you have Dun Eviry thing that Lay in your power – true it is sum articles was wanted which Could not be goot in one minit but as sune as they Could be obtaind with Cash & paynes we had them – so that at a time which was Decmbr the 9 – 1776 we made saile in order to trye our ship & as it hapned as we was out the wind Camb on pritty fresh & hald a head that we Could not git into New london againe that Day, but at anchor within the Dumplins & theire Lay untill wednesday the 11 instant the wind then Right a head to git into N. London but a small brease we then hove up & Camb to saile in order to beate into N. London a fine Day. five ships then in sight one of which ships was under saile & within one Leage of us & seamd to have a

grate mind to spake with us. we then found hir to be a man of woor & we not more then halfe of our men onboard that then belongd to us & all new to the bisness thought prudance not to grattify sd ship & so beat in to the harbour as fast as possible & this is the first of my being uneasey & had I not understood how to workt a ship I should not bin in the Least uneasey for I saw sumthing wanting but had not a Right to Evin give my openian for as the first Leiuntnt<sup>2</sup> had oftin said before that he n[ew] his bisness & he Did not want aney body to tell him aney thing nor to interfeare with his bisness nither wood he interfeare with aney bodyes Else bisness

And the Next time I was uneasey was on wednesday the 18 Do we made saile againe in order to gitt our ship up to the town & to the whorfe in order to shorten hir masts & Cleane our ship the wind pritty faire & a fine brease & Capt Coit had a mind to Trye the ship a little more we pirsumed to Doe so & made a stretch quite up to groton fery & then put about & stood Down the harbour but before we goot up with fort trumbull the officers told Capt Coit that they thought that the wind was a Cuming a head Down the harbour & th[at] it wood be fresh I told him so he said Lett it Cum for we better trye the ship then & we stood on about one mile below fort trumbull & then put about & made three hanks [tacks] & the wind Camb on fresh after the first two trips but our ship was managed very porly indeede I should a bin glad to a spoke when I saw I Could bin helpfull but Did not for had I I should offended I told Capt Coit what was wanting & wood have him aquant but he Did not – indeede sin our ship being new was Rather Crank but sin so stiff that shee wood a Caried all hir masts over board before shee wood oversatt but the working of hir was ten times worse then the ship – a nuff said & was I no part of a seaman I should Like my station well for I Like my officers & people well & I suppose are well agreed & had n[ur] [Timothy] parker Exceptd of his apiontment I should not bin well pleasd & I beleave bin out Long agoo but now sir I am uneasey I saw sum Directions from you to Capt Coit the other Day when he was at hartford ordering all officers & people to Repare on board on sight of which I Emeadiately went to Newlondon & have Remand theire but was but Leettle wantd for Leiut [John] pr[e]ntice & sargent [John] spencer was present it was plenty for Comand as they nor my selfe have aney onboard

And as to ship officers I think quite a nuff Capt Coit melally [John] Chapman & four midshipmen, the boatswin & two mats master [Levi] youngs & his two mates – a Carpinter & his three mates and a plenty of hands –

as to my part as them gentlemen officers belongd at N. London it was all in their way, for what they had to Doe was nomor'd then just past time – for the Carpin- ters people & under officers I should think did the Cheife of the work I understand that sum one gentleman has Drank no grog and Dun all the work. I heard so at N. London but this I am sure that sum one gentleman has Dun all the mischief – for I should have Camb by way of Labenon but if I had it might a bin thought I went to informe a true naritive as neare as I Ca[n] and am [&c.]

Eliphelet Robarts

N B this is a private history for your one sattisfaction & you will find it will agree with what you will heare heareafter & I beg you not Lett somuch as one of your



Counsell see this I am up now on account of sending Down the Rest of our [men] and to gitt more if I Can I shall goo from home the [first] of this weeke or the begining of next in order for the Cruse

1. Conn. Arch., 1st Series, IX, 132a–132d, ConnSL.

2. Michael Melally.

CAPTAIN WILLIAM COIT, CONNECTICUT SHIP *Oliver Cromwell*, TO  
GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Honrd Sir

Agreeable to your order, I send you by Lieut. [Bela] Elderkin an exact and accurate list, of Officers, Seamen, & Marines belonging on board the Ship *Oliver Cromwell*, as I can possibly Ascertain.

The Ship is Graved & Ballast, and I think in a very fair way to gett to Sea in 15 or 16 days if nothing material may happen – The Alteration of the Ship and reducing the Guns will reduce the men on board to 180, and if we should have no more than 150 will proceed if Your Honour thinks proper – The weather has been so extreem Cold, since I saw your Honour, that it has been almost impossible to do any sort of Busness on board the Ship, tho we have, exerted ourselves to the Utmost, and Graved her, Yet the rigging being So very stiff We parted three Haw[s]ers, and was obliged to ly by untill a white careening fall was spun and made a New before we Could heave her out, as there was no piece of rigging to be had that would be Sufficient – Your Honour may depend that all spead shall be made in g[e]tting the Ship ready for Sea, and altho so great and expence has Arisen by Hawling her in to the warf, yet there has been no time lost, as we Could not have gone to sea while the Frigates have been lying (and still are off this Harbour Where they now remain but shall when the Ship is ready I doubt not) have some oppertunity that we may get out – those men who are infirm and unfitt for Service can do me no good but am perswaded many off them carry to Your Honour Complain[ts] and excuses which on Critical examination may be found not to be quite so true, the Engaging of men if they were not taken from me by every species of designing men, Who with large promises entice them away, would be very easy to engage Mr Elderkin will informe you of Mr [Samuel] Smedleys behaviour! (as it would be too lengthy to Write you the particulars! it's not only him but Sundry recruteing officers that do and would get my people if they Could) my officers from the Eastward tell me that if I gett into the Vineyard Sound I can be found Supplyd with any Compliment of men immediately, – and perhaps that may be my most safe way of going to Sea, be that as it may I expect a number to Come from thare in a Whale Boat to be here in a few Day's – At present have no doubt but I shall be able to have a fu[ll] Crew without haveing any from that way, but should [at] present be willing to discharge any that are hearty and well – to go out by Montauk may be the most expedient – if any [matter] of moment should arrise shall Communicate it to Your Hon[our] immediately – I am with the greatest respect [&c.]

William Coit

N London February 24th 1777

[Enclosure]

A return of Officers, Seamen and Marines –  
belonging on board Ship *Oliver Cromwell*; Feby 24th 1777

	Present	In Goal	Deserted	Discharged	Absent without Leave	On Furlow	Murdered	Drowned	Sick	Total	Pr William Coit Capt. of the <i>Oliver Cromwell</i>
Officers & Seamen	81	1	39	16	13	–	1	–	1	152	
Officers & Marines	21	–	7	14	5	20	–	1	1	69	
Boys	7	–	2	–	–	3	–	–	–	12	
	109	1	48	30	18	23	1	1	2	233	

1. Conn. Arch., 1st Series, IX, 131, 136, ConnSL.

*New-York Gazette*, MONDAY, FEBRUARY 24, 1777

New-York, February 24.

We hear, that several Ships laden with Tobacco and bound for France, under Convoy of the *Randolph* Frigate, built by the Rebels, have stolen out from Philadelphia and got to Sea. It is supposed, that some of the late Gales of Wind had driven the King's Ships from their Station near the Capes; but 'tis not improbable, that a good Account may be given of some of them before they can cross the Atlantic.

COMMITTEE OF SECRET CORRESPONDENCE TO CAPTAIN HENRY JOHNSON <sup>1</sup>

Capt Johnson

Sir

Baltimore Feby 24th 1777

You will receive herewith a packet directed to the Commissioners from the United States of America at Paris, and you are to proceed therewith so soon as you have receiv'd your Letter of Credit from the secret Committee of Congress, either to Nantes or Bordeaux in France, as the Circumstances of wind and weather will permit – when you arrive you will immediately apply to the Continental Agent to whom you shall be directed by the secret Committee, and from him you will receive information where the Commissioners are to be met with in Paris, to which place you are to proceed with the greatest dispatch by Post, and deliver the Packet to the Commissioners or one of them with your own hands, and from them you are to receive your directions in every respect touching your return, and the Cargo if any that you are to bring with you. You may take the advice of the Agent whether it will be proper for your Vessel to remain in Port where you arrive at, or to meet you at any other Port on your return from Paris. The Agent will furnish you with

money to defray your expences to Paris, and to supply the *Lexington* with what necessities she may want.

You are desired to be silent in this Country about the place you are going to, and immediately to place your Packet in a Bag with weight that you may be sure of sinking it if you should be in danger of being certainly taken – The British Emissaries in France are very inquisitive about all Vessels and Persons coming from America, and therefore you will be very cautious of talking with any Person concerning the place from whence you came, where you are going, or what is your Business – You will receive from the Secret Committee directions touching the change of your pig Iron ballast for any other that they may direct you to receive. If any good opportunity occurs you will let this Committee know how you proceed, and where you are; your letters may be directed to the Honorable Benj Harrison Esqr Chairman of the Committee of Secret Correspondence at Philadelphia – we wish you a good Voyage and safe return and are [&c.]

Benj Harrison  
Richard Henry Lee

1. Stevens, ed., *Facsimiles*, No. 1437.

CAPTAIN GEORGE KEITH ELPHINSTONE, R.N., TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>  
Sir

*Perseus* Feby 24th 1777

I have the honor to inform you that on my passage from America to this place I retook the Ship *Mackerel* employ'd in His Majestys Service, and loaded with provissions for the Army at New York, on examining the prisoners I found them to be all subjects of France except one who said he was born in america I have not been able to procure any comission, or other information excepting that they had saild in a Vessel Called the *Notre Dame* <sup>2</sup> from Nantz bound to Charlestown South Carolina and that they had met his Majestys transport on the high Sea, engaged and took her; which information not being satisfactory to me I have confined the crew as Pyrates for Your examination and have the honor to be with the highest esteem Sir [&c.]

Geo: Keith Elphinstone

[Endorsed] (No 7.) Letter from the Honble Captn George Keith Elphinstone of the *Perseus* to Vice Adml Young; that he had retaken the Ship *Mackarel*, and found the Prisoners to be all Subjects of France &ca

[Admiralty endorsement] In V. A. Young's Letter Dated 9 March 1777

1. PRO, Admiralty 1/309.

2. South Carolina state brig.

**25 Feb.**

JOHN BRADFORD TO BENJAMIN FRANKLIN <sup>1</sup>

Sir

Boston 25th Feby 1777

I have the Honour to transmit You this by Capt John Adams who goes express by order of Congress with dispatches for the Honble Commissrs at the Court of France, with orders to deliver them himself. The secret Committee were desirous of making as valuable a Remittance as might be, to put the schooner in a set of Ballast, But it happens we have no Oil, pot Ash or any Article at market, wch we usually

send to the french Market I have ship'd a hundrd Teirces excellent Salmon, About three tuns Curriers Oil & a tun pot ash to the address of Messrs Pliarne Penet & Co <sup>2</sup> who are to advise with Wm Lee and Thos Morris Esqrs if in Nants, in the dispatch of all of this small Cargo.

The Board of War here have desired to have some Goods sent from France on freight, and I have given the Capt Orders, if the Articles ship'd be not sufficient to put her in a proper set of Ballast, to take in as much on the acco of this state as will answer that purpose

The Agreeable Newes of Your Arival at the Court of France difused a Joy throughout this Continent. May it please an Indulgent providence to Confirm Your health, that you may in the Eve of Life render your Country as important Services. as you have rendered the World heretofore

You will see by the papers in that ever since the 25 Decr we have been Gaining advantages of the Enemy, and its beyond doubt they are in miserable plight. General How has Stain'd & blasted his Character for ever by Cruelly treating his prisoners but such is the Generosity of Americans we dont retaliate.

I have the honour to be with the most profound Respect &c

Jn<sup>o</sup> Bradford

I have the pleasure to Acquaint you that family Connections here are well as is your friend Doctor Cooper. I Rejoyce that the Honble Mr Lee is with you am Glad he has come out amoung them.

1. Franklin Papers, V, 70, APS.

2. Bradford wrote Pliarne & Penet on the same date, John Bradford Letter Book, vol. 2, LC.

#### PETITION OF JOHN ALLEN TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble The Council Board for the Massachusetts State

The Petition of John Allan

Humbly Sheweth –

That your Petitioner having been Appointed Agent for the Eastern Indians; by the Honble Continental Congress,<sup>2</sup> is necessiated to purchase a small Vessel of about Thirty Tons; in Order to Negotiate the business with said Indians, and Convey Intelligence from time to time, to the Continent; which Vessel it will be requisite shoud have some Artillery & a Greater Number of men than usual, for her convenience & Safety.

That your petitioner being determined to pursue Every plan of Oeconomy & prevent the Great Expence which often Arises on such business. Desirous to Distress the Enemy; to procure Necessarys which might Come at a far Less Expence than Could be Gote on the Continent. The said Vessell not so liable to fall into the hands of the Enemy, she being Calculated to Run into small Rivers & Cricks free of danger from Ships of War.

And as it is Probable the said Vessell may often be Idle. Or it might happen that a sudden Oppy woud present itself to distress the Enemy, which it is presumd coud not be done Legally without some Authority from the S[t]ates.

Therefore your Petitioner prays that your Honours woud Grant a Commission to said Vessell As a Privateer And your Petitioner In duty bound Will Ever pray  
Boston February 25th 1777

J Allan



[Endorsed] In Council Feby 26t 1777 Read & committed to the Committee appointed to prepare a Message to the Honble House at their next Session --

Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 166, 291½.

2. On January 14, 1777, Allen had been named "agent for the Indians in Nova Scotia, and the tribes to the northward and eastward thereof," Ford, ed., *JCC*, VII, 34.

PETITION OF EDWARD HAGEN TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble the Council of the State of Massachusetts Bay.

The Petition of Edward Hagen

Humbly Sheweth,

That your petitioner is a Native of Ireland and of the City-of-Cobrain, and hath been in this Country about three Years, – the last year he Served as a Marine on board the *Columbus* Frigate belonging to these States, and faithfully did his duty, and hath Obtained a discharge, And now being desirous to go home to see his friends. –

He humbly prays your Honors would be pleased to permit him to take passage in a Brig now bound to Cork, whereof Capt [John] Jones is Commander

And as in duty bound shall pray &c.

Edward hagon

[Endorsed] In Council Feby 25, 1777 Read & Ordered that the Prayer of the within Petition be granted and the Petitioner have and he hereby has Liberty to take Passage on Board the Brig whereof John Jones is Comander – bound for Cork

Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 166, 293.

“A LIST OF OFFICERS & SEAMEN BELONGING & HAVE BELONG'D TO THE SHIP *Oliver Cromwell*” <sup>1</sup>

[New London] Feb 25th 1777

Wm Coit Esqr	Capt & Commander	Present
Michael Mellally	1 Lieut	Do
John Chapman	2 Do	Do
John Smith	3 Do	Do
Levi Young	Master	Do
Thos Chatfield	1 Mate	Do
Nathaniel Wilson	2 Do	Do
Albegence Waldo	Surgeon	Do
Thomas Gray	Do Mate	Do
Luther Elderkin	Midshipman	Do
Allen Christophers	Do	Do
John Bailey	Do	Do
Giles Hollester	Do	Do
Selvenus Pinkham	Do	Do
Robt Craige	Gunner	Do
Robt Newson	Boatswain	Do

"A LIST OF OFFICERS & SEAMEN BELONGING & HAVE BELONG'D TO THE  
SHIP *Oliver Cromwell*" [continued]

Thos Williams	Carpenter	Do
Christopher Prince	Steward	Do
Win Howard	Cooper	Do
George Lord	Clerk	Discharged
Hugh Mathews	Cook	
James Hill	Boatswains Mate	Present
Moses Butler	Gunners Mate	Do
David Mackintosh	Grs Yeoman	Do
Thos Jones	Pilot	Do
John Dennis	Bt 2d Mate	In Goal for Murder
Jonnn Setchill	Qutr Master	Present
Job Bunker	Do	Run away
John Smith	Do	Do
John Burns	Carpentrs Mate	Present
Cornl McPerson	2 Do	Do
John Woolf	Boatns Yeoman	Runaway
Stephen D. Woolf	Carpentrs Do	Present
Henry Cannady	Coxswain	Do
John Marrow	Armorour	Discharged
James Lanphere Jr	Steward	Do
David Folger	Boatswain	Do
Edward Culver	Seaman	Present
Benn Short	Do	Do
Ichebert Shiffield	Do	Runaway
Wm Fagons	Do	Present
John Heath	Do	Do
John Dease	Do	Do
Robt Alsop James	Do	Runaway
Thos Smith	Do	Present
Thos Blair Harris	Do	Runaway
Thos Hampton	Do	Present
Paul Long	Do	Do
Edward Crow	Do	Do
Ruben Godfrey	Do	Do
Shubill Crowell	Do	Discharged
Thomas Etherly	Do	Runaway
Stephen Blosson	Do	Do
Wm Dansay	Do	Present
Ruben Smith	Do	Discharged
John Woodbury	Do	Do
Benn Hussey	Do	Present
Stephn Brooks	Do	Runaway
Joseph King	Do	Do

Geo Wetherlegs	Seaman	Present
Bazl Beby	Do	Do
Nathan Burrows	Do	Sick in Small Pox
Wm Harris	Do	Discharged
John Randol	Do	Present
Ebenr Baccus	Do	Discharged
James Biddell	Do	Do
Wm Garrick	Do	Murdered
Josiah Ware	Do	Runaway
Silas Daggett	Do	
John Collings	Do	Runaway
John Linston	Do	Do
Stephen Booth	Do	
Danl Waggs	Do	Sick and not fitt for duty
Ezekel Lyon	Do	Present
Saml Fosdick	Do	Runaway
Thos Vn Duson	Do	Do
Jos. Baylye	Do	Do
Selvenus Smith	Do	Present
Jos Hannistall	Do	
John Williams	Do	Runaway
Solomon Corvett	Do	
Solomon Caper	Do	Runaway
Nathl Cowett	Do	Present
Josh Pomett	Do	Runaway
Thos Winston	Do	Present
Jonas Horswell	Do	Do
David Fueman	Do	Runaway
John William	Do	Do
Peter Hanson	Do	Present
Peter Harry	Do	Do
Jonn Welding	Do	Do
Judah P. Spooner	Do	Present
Ceasar Niles	Do	Discharged
Henry Burnside	Do	Present
Thos Neicholds	Do	Runaway
James Alden	Do	Discharged
Vallantyne Bunker	Do	Do
Saml Bunker	Do	Runaway
Joshua Hewett	Do	Do
Thos Cinnemon	Do	Present
Saml Geer	Do	Runaway
John Short	Do	Do
Saml Poston	Do	Do
Joseph Hanniball	Do	

"A LIST OF OFFICERS & SEAMEN BELONGING & HAVE BELONG'D TO THE  
SHIP *Oliver Cromwell*" [continued]

Joseph Thatcher	Seaman	Present
Geo. Patague	Do	Do
Boston Boston	Do	Do
Chas Clerk	Do	Do
Oliver Done	Do	Do
Simon Debago	Do	
Solomon Popenah	Do	Present
Selvenus Simms	Do	Do
John Dunking	Do	Do
Thos Shiverick	Do	Do
Edwd Hatch	Do	Do
Win Bishop	Do	Discharged
Timothy Weeks	Do	Present
Robinson Jones	Do	Do
John Lathergo	Do	Runaway
Freeborn Bowes	Do	Present
Moses Talman	Do	Do
Zacceus Chase	Do	Do
Abel Sapposoon	Do	
Saml Bassett	Do	
John Mathews	Do	
John Rogers	Do	
Saml Stratton	Do	Present
John Adams	Do	Runaway
Thos Bowen	Do	
Hezekeah Baker	Do	Runaway
Joseph Fisher	Do	Present
Jothan Gardner	Do	Runaway
Thos Holladay	Do	Present
Elijah Loveland	Do	Runaway
John Morrison	Do	Present
Wm Palmer	Do	Runaway
Nathan Chase	Do	Discharged
Stephen Ward	Do	Runaway
Jonn Minor	Do	Do
Timothy Murphey	Do	Runaway
Henry Hunt	Do	Do
Danl Carr	Seaman	Runaway
John Hill	Do	Do
John Bagley	Do	Present
John Steward	Do	
Thos Jones	Do	Present
Abner Ransom	Do	Do



Peter Swain	Do
Maning Stubbs	Do
Nathaniel Rowley	Do
Robt Hatch	Do
Seth Swift	Do
Boys –	
John Deming	Runaway
Joseph Merrills	Runaway
Duglass Chapman	Present
[illegible]ael Flint	on Furlow
David Young	Do
Aron Roberts	Present
Elijah Ormsby	on Furlow
Chas Brown	Present
Vallantyne Chase	Do
Wm Peet	Do
Benn Cinemon	Do
Peter Darrow Junr	Do

1. Conn. Arch., 1st Series, IX, 134b–134c, ConnSL.

“A LIST OF THE MARINES THAT HAVE AND DO BELONG TO THE SHIP *Oliver Cromwell* WILLIAM COIT ESQR COMMANDER”<sup>1</sup>

Elifelett Roberts	Captn	Furlow
John Prentice	1st Lieut	Present
Bela Elderkin	2 Do	Furlow
Solomon Lord	Sergant	Do
John Spencer	Do	Present
Wm Moseley	Capt's Clerk	Discharg'd
Gurdon Burnham	Drummer	Runaway
Isaih Rogers	Private	Present
John Spencer	Do	Furlow
Saml Robinson	Do	Do
Silas Flint	Do	Do
Thos Holbrook	Do	Present
Saml Stoddart	Do	Furlow
Abel Woodworth	Do	Small Pox
Phineas Carew	Do	Furlow
Jacob Sawyer	Do	Dishcarged
Nathl Calkings	Do	Do
Zekel Dunham	Do	Furlow
John Hartshorn	Do	Present
Henry Williams	Do	D[r]owned
Frederick Curtice	Do	Present
Saml Curtice	Do	Do
Nathl Backus	Do	Discharg'd
Jonn Hebard	Do	Furlow

"A LIST OF THE MARINES THAT HAVE AND DO BELONG TO THE SHIP *Oliver Cromwell* WILLIAM COIT ESQR COMMANDER" [continued]

Hezekiah Abby	Do	Do
Solomon Tracey	Do	Do
Elijah Sparford	Do	Do
Arad Simonds	Do	Present
Eleazer Welch	Do	Furlow
Adrial Simonds	Do	Do
John Williams	Do	Do
Abner Follet	Do	Discharged
Dearky Elderkin	Do	Present
Abijah Hutchinson	Do	Do
John Dingley	Do	Discharged
Abel Minor	Do	Furlow
Wm Copp	Do	Present
Stephen Ward	Do	Do
David Hawkins	Do	
John Watkins	Do	Discharged
Wm Allen	Do	Runaway
James Patterson	Do	Present
Wm Powell	Do	Runaway
John Brownley		Do
Richd Risley		Present
Jonn Arnold	Private	Present
Levi Risley	Do	Do
Elifelett Roberts Jun	Do	Discharged
David Porter	Do	Present
Jacob Gibson	Do	Drumnd Out
Nathl Fullerton	Do	Discharged
Henry Arnold	Do	Do
John Wilson	Do	Runaway
Benn Burnett	Do	Present
John Hale	Do	Runaway
Ammon Seep	Do	Present
Thos Persevall	Do	
Wm Johnson	Do	
Wm Marsh	Do	Present
Abel Davis	Do	
Benn Fowler	Do	Present
John Robins	Do	Furlow
John Baccus	Do	Discharged
Jonn Burnett	Do	Furlow
Thos Doherty	Do	Runaway
John Grant	Do	Furlow
Pheneus Munfell	Do	Discharged

Cornelius Baxter  
Jonn Jennings  
Win Roberts

Do  
Fifer  
Private

Discharged  
Do

[New London, February 25, 1777]

1. Conn. Arch., 1st Series, IX, 134a, ConnSL.

### JOURNAL OF AMBROSE SERLE<sup>1</sup>

[New York] Tuesday, 25th. [February]

Five Prizes came up to Town this Morning. One of them a new large Ship, laden with Tobacco, & bound from Baltimore to France, was taken by Com. Hotham in Chesapeak Bay; and is valued at near £20,000. She has about 500 Hhds on board.<sup>2</sup>

1. Tatum, ed., *Serle's Journal*, 192, 193.

2. *Farmer*, Benjamin Dashiell, master, taken January 20 by H.M.S. *Brune*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

### MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY<sup>1</sup>

In Council of Safety

Philada., February 25th, 1777.

Resolved, That every person, Seaman or Soldier in the Service of this State, who by sickness or otherwise shall be rendered unfit to do his duty, shall be sent to the nearest Hospital to be taken care of, and if his case shall, by the Director or Physician thereof, be thought incurable, he shall certifie the same to the Navy Board, or to this or the Executive Council of this State, who will order proper provision to be made for him as soon as may be.

1. *Pennsylvania Archives*, 2nd series, I, 85.

### MINUTES OF THE PENNSYLVANIA NAVY BOARD<sup>1</sup>

[Philadelphia] Navy Board, Feb'y 25th, 1777

Whereas, The Board thought it necessary to employ a Clerk; It was thereupon

Resolved, That Corn's Sweers should act in that Capacity, paying him 7/6 for each day's attention

1. *Pennsylvania Archives*, 2nd series, I, 83.

### JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Baltimore] Tuesday, February 25, 1777

Congress having received information that a quantity of woollens hath been brought into the port of Baltimore, by a privateer belonging to the State of New York, which are fit for the army, and immediately necessary for cloathing and supplying the new raised levies;

*Resolved*, That the Board of War be directed to appoint proper persons to appraise the said woollens, in order that the value of the same may be paid to the State of New York, or that a like quantity of woollens be supplied that State from the

cloathier general; and that the Board of War give directions for having the cloth, thus obtained, made up quickly as possible into soldiers' cloaths.

1. Ford, ed., *JCC*, VII, 152-53.

"ACCOT OF GUNNERS STORES WANTING ON BOARD THE BRIG *Lexington*"<sup>1</sup>

[Baltimore, February 25, 1777]<sup>2</sup>

1	doz: Swivell Hammers	1/2	Coyle Worming
4	Worms for Swivells	1	lb Tacks
1/2	doz: Horn Lanthorns	1 1/2	Rheams Cartridge Paper
2	doz: of 5 Inch Blocks	1	Quart Spirits Torpintine
2 1/2	doz: Tackle hooks & Thimbles	8	lb Tallow
14	Hand spikes	2	lb Lamblack
3	Gallons Paint Oil	2	lb Twine
1	Small Keg white Lead	2	doz: Marlin
1	do Read do	4	lb Pamisity Candles
20	lb Chalk	3	lb Thread
1	Coyle Spun Yarn	12	yd Cro[illegible]

1. PRO, HCA 30/272.

2. Date of account is estimated as the day before the *Lexington* sailed. The list found its way into papers relating to recapture of the *Hanover*, a prize of the *Lexington*.

CAPTAIN JAMES MAXWELL TO CAPTAIN CHARLES THOMAS<sup>1</sup>

Sir

Warwick 25th of Feby 1777.

There is wanted immediately for the use of the Continental Yard at Gosport 2 Hausers, Cable laid of 56 Inches, one of which to be fine Yarns, as it will be for heavey purchases, also a Coil of 2 1/2 and one of 3 Inch Rope for Tackel falls, the Above as soon as ready, should be glad to have sent down to the Yard (if any opportunity offers) directed to Captn [Paul] Loyall Continental Marine Agent there,

There is likewise wanted for the Colony Yard in Chickahominie River 2 five Inch Hausers, a Coil of 3 Inch & a Coil of 2 1/2 Inch Rope for the like purposes as above, and as soon as ready by a Line dirrected to the Navy Board, shall send for them. You'll please let there be 2 Coils of Spun Yarn, one for each of the Above Yards. & am [&c.]

Ja<sup>s</sup> Maxwell

1. Public Rope Walk Papers, 1777, VSL.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ<sup>1</sup>

February [1777]

Antigua bore So 36 Leagues

Monday 24th

At 6 AM Saw a Sail to the E'ward gave Chace Saw another Sail in the NE Qr Tack'd and gave Chace Saw 2 more Sail in the NE 4 sail in sight.

Do [Moderate breezes and fair] Wr at 2 PM Hoisted out the Boats and sent them Mann'd & Arm'd in Chace of a Sloop at 7 the Boats return'd with the Chace a Sloop from So Carolina



bound to St Eustatia shifted the Men sent a Midsn and 5 hands on board her made Sail to the So wd  
 Tuesday 25th ½ past 7 saw a Sail in the SW Qr gave Chace Do Wr at 3 PM hoisted out the Boats and sent them Mann'd and Arm'd after the Chace ½ past they ret'd with the Chace, which prov'd a Sloop from Antigua fitted out and to Cruize as a Privateer but having no Legal Commission detained her.

1. PRO, Admiralty 51/711.

CAPTAIN HENRY BRYNE, R.N., TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Sir

*Hind* English Harbour Antigua  
 the 25th February 1777.

In Answer to the Copy of a Memorial which You have received from my Lords Commissioners of the Admiralty transmitted to them from the Earl of Suffolk one of His Majesty's Principal Secretaries of State from Monsr de Hennoken the Danish Charge d'Affairs, complaining of my Conduct in His Majesty's Ship *Hind* under my Command: in the Road Fredericstadt, off one of the Danish West India Islands: and Secretary Stephens having signified their Lordships Directions to You to make immediate enquiry into the matter therein Complained of: I am to acquaint You the 7th February 1776. at seven OClock, dark Night, I came to an Anchor in the Road, and without meaning the least disrespect to the Fort did not hoist any Colours 'till the next Morning, it not being Customary to wear them after Sun Set.

As to my boarding Vessels under their Guns, I remember to have spoke but two Sloops and I had suspicion of their belonging to His Majesty's Rebellious Subjects in America, both of them were at least three Miles from any Fort On my Boats boarding one of them, the Fort fired a Shot and the Officer immediately desisted examining her; afterwards on the 18th April 1776 I met with His Majesty's Armed Brig *St John* (Commanded by Lieutenant Grant) off St Augustine who had just before seized the above mention'd Sloop, having the same Master, Mate and Men on board (which were Known by the Officer who boarded her off Frederickstadt) Laden with Arms and Powder, bound to America. I have the Honor to be [&c.]

Henry Bryne

1. PRO, Admiralty 1/309.

**26 Feb.**

JOHN LANGDON TO CAPTAIN ANDREW MARSHALL <sup>1</sup>

Capt: Andrew Marshal

Portsmouth State of New-Hampshire  
 February 26th 1777 –

You haveing the Command of the Ship *Miffin* belonging to the United States of America now every way equipt for the Sea, It's my Orders you embrace the first Opportunity of Wind & Weather & proceed with said Ship to Chesepeak Bay in Virginia when (if please God) you arrive there apply to Mr J. H. Norton at Wil-

liamsburgh who Transacts Business for the Continent & deliver him my Letter <sup>2</sup> & follow his Directions in taking a Load of Tobacco or other Merchandize for some Port in France as he may order. You will be intituled not only to your wages (which is Ten pounds Lawf money P Month Dollars at Six shillings) but also to the Customary Priviledges of carrying staves or other Articles as is allowed other Masters at the Port you Load. Any reasonable Advances of money you may want will be supplied by that Gentleman as he is Agent for the Continent on your return from France, should you be ordered to any other Port on the Continent than this & there Discharged you will be allowed every Reasonable expence in getting home

Should it so happen that a great number of British Cruisers should be off the Capes of Virginia that might render it dangerous going in and can Obtain good Intelligence of much less risque to South Carolina you may in that case proceed to Charlestown in South Carolina aforesaid at which place on your arrival apply to Mess. Levinus Clarkson & John Dorsius Continental Agents & take a Load of Rice for France or follow their directions after shewing them these Orders – I now enjoin on you the strickest care and good look out to prevent your falling into the Hands of our Enemies – Recommending also the utmost frugality & dispatch dureing your Voyage –

I am with wishing you Health & Prosperity [&c.]

P S. One Dollar P Day is also allow'd while in Port abroad

[Endorsed] I Acknowledge to have received a true Copy of the above & preceeding Orders, which I promise to Observe & follow

Andrew Marshall

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. Langdon to Norton, February 26, John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO SAMUEL & ROBERT PURVIANCE, BALTIMORE <sup>1</sup>

Gent,

Portsmouth New England Feby 26th 77 –

I lately received an Order from the Honle Continental Marine Committee, to send two small Vessels to Baltimore, for Iron & flower on accot of the Continent – to your Address; in Consequence of which Ive sent the Schooner *Dove*, Cap James Miller by whom this will be handed you, and by whom you will please Ship as much Iron & flower as the Schooner will carry with safety, on accot of the United States of America; as I am in much want of Iron youll please Ship as large a proportion of that Article as the Vessell will bare; I shall want for the use of the Continent at least Forty Tonns of Iron this Season, the whole of which I hope will be sent or more, in this and the *Friends Adventure*, which will sail in few days for your place; pray let about Two & an half Tonns of Iron be in verry wide Barrs – suitable for making fire places on board Ships: should also be glad of about two Tonns of Nail Rods sorted – Colo [William] Whipple who is one of the Honl Commee has wrote me from Baltimore that you would Load & Dispatch the Vessels on accot of the Continent. I am – with all due Respect Gent: [&c.]

John Langdon Agent –

1. Purviance Papers, MdHS.

JOHN BRADFORD TO CAPTAIN JOHN ADAMS <sup>1</sup>

Capt John Adams

Boston 26th Feby 1777

You being Appointed master of the *Lynch* packet, to transmit dispatches from the Honble Congress to the american plenepotentearies at the court of France it is my orders that you imbrace the first fair wind and make the best of your way to the port of Nants in france, carefully avoiding coming nere any vessell at Sea, You are to keep your dispatches from Congress with all your private Letters, Slung with a proper weight, and be in readiness to sink them at a moments warning. But to Bare in your mind not to be Surprized into such an Act before you are well Assured that you are really in the power of your Enemy, and cant make your Escape, Severall instances have taken place, where papers have been hove over-board on the Appearance of fals Colours therefore I beg you to be on your Gaurd

On your arrival at Nants you will dld Your letter to Messrs Pleance [Pliarne], Penet & Co who will furnish you with the necessary for Conducting you to Paris, you will take all the dispatches with you of a publick nature and deliver them your self to the Honble Docter Franklin Silas dene [Deane] & Arth[ur] Lee Esqrs and follow there direction for your future proceedings

You will be frugall in your Expences Remembering that what ever ixpence you are at in france will break in upon the Little Cargo sent in her. I wish you a Safe & prosperous voyage and am yr friend [&c.]

Jn<sup>o</sup> Bradford Agt

[P.S.] You are to have thirty two dollars p month your Cabbin Stores four'd you, and if you shoud be taken you are to be kept in pay till you return – pray dont Loose an hours time at Nants but make All possible despatch to paris –

[Endorsed] The above are a true Copy of m[y] Orders which I promise to Comply with to the best of my Abilities

John Adams.

1. John Bradford Letter Book, vol. 1, LC.

PETITION OF BENJAMIN MARSTON TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honorable the Council of the State of the Massachusetts Bay  
The petition of Benj Marston of Halifax, in Nova Scotia Merchant  
humbly Sheweth –

That your Petitioner was taken in the Schooner *Earl Percy*, by a private armed vessell called the *Eagle*, commanded by Elijah Freeman Pain [Payne]; as he was returning from the West Indies to Halifax, & was carried into Plymouth in this State – Where said Schooner & Cargo (in which your Petitionr was largely interested) have been sold by order of the Judge of the Maritime Court – That your Petitioner is informed that a Cartel Ship is soon to go from this State to Halifax aforesaid – He therefore prays your Honours that he may be permitted to go in said Cartel with his Baggage & be exchanged for some person of equal rank with himself – And your Petitioner as in duty bound will ever pray –

Boston Feby 26th. 1777

Ben. Marston <sup>2</sup>

[Endorsed] In Council feb. 28th 1777 – On the Petition of Benjamin Marston, orderd – that he the sd Marston have, and he hereby has liberty to depart this

State to Hallifax in the carteel Vessel now at Marblhead he giving his Parole to use his Endeavs – to return a Person belonging to this, or some other american State of like Rank – By order of Council

1. Mass. Arch., vol. 166, 296.

2. The diary kept by Marston has been used in these volumes.

MASTER'S LOG OF H.M.S. *Diamond* <sup>1</sup>

Febry 77

Remarks on board his Majestys Ship *Diamond*

Wednesdy 26

AM weighed the Bt Br anchor and Towed the Ship further of[f] Shore then let go the Small Br anchor in 12 fathm water Loosed Sails

Modr and Cloudy PM weighed the Stream anchor and Caried it out to the Southrd to work the Ships head by. at 3 P M a Galley from the Rebbles came Down and fired at us which we Returned with 18 guns at 4 Came up her[e] from Newport a brigg with Provisions

1. PRO, Admiralty 52/1699.

*Connecticut Journal*, WEDNESDAY, FEBRUARY 26, 1777

New-Haven, February 26.

Saturday last, the British ship *Nigar*, Capt Talbot anchor'd near our harbour; and sent a Flag on shore, with a message from a person on Long-Island to his daughter, a young woman, for some time a resident in this town requesting her to take passage in the ship, for said Island, but for prudential reasons, she declined the voyage. The next day the *Nigar* sail'd to the westward.

On Saturday also, a small flag vessel, arrived from New York, with shirts and stockings, for the prisoners in this State, taken at Princeton, the 3d ult.

A few nights ago, a number of the enemy landed at Norwalk, from a tender, and stole away four persons, who were stationed as a guard, near the shore, in some part of that town.

BRIGADIER GENERAL DAVID WATERBURY TO MAJOR GENERAL HORATIO GATES <sup>1</sup>

Dear General

Stamford February 26th AD 1777

after Sutable Regards to your honour: I Wold a quaint you I have Lately heard there Was Many things Said to My disadvantage at ticonderoga after I Left there last fall: I think It Was taking a Great advantage of a mans Carictor Biting [behind] his Back I think it Wold Bin No More than yousing Me Well If any Man had any thing a Ganst My Conduct to have talked that over While I was present and in perticoler General arnal as I told him in your house at ticonderoga that I Was taken In Consequence of the orders I Received from him By the Capt of the Mereans: I Belive your honour is Never had the perticolers of that affair and prosedings in the Lake and on that acct I Will Give you the holl as Near as Can Be Spoke:

When I left ticonderago I took your orders: and Ment to follow them as Ni as posable: My orders Was to poot My Self Under Genll arnal & to follow his Di-



rections: & I think I did had I Not I Shold Went a Shore as he did: as hear I will Give you an account of the holl When the fleet first appeared of[f] of Comberlin hed I Went on Bord of the Genll and told him I gave it as My Appinion that our fleet ought to Com to Saill and Not Ly Where We Shold Be Surrounded: and I think It Was in your orders Not to Be Surrounded If it Cold Be avoided: But Genll arnal Said he Wold fight them in the Bay of Valcour & on that account We formed Up in a Line and fout them Seven hours and then General arnal thought it best to Retrate: and I thought It Best Likewise as I thought It Best When the Enemy were of[f] Comberlin hed & So formed at Split Rock Where the Enemy Cold Not Get Round Us as the[y] did at Valcour: It was a Gread for Coll Wigelworth to Lead the frount and for Genll arnal to go in the Rear and My Self With him & so We Set of[f] and We Came down to Schylors Island the Wind Came Right a hed and So I Went to turning to Windard all Night and I did Not Gain any for My Vesel Was Very Dull and the Next Morning a Bout ten or a leven the Bolt Brok of[f] My Sails Being Shot a Way My fore Sail Split from foot to hed and I Came to By Schylors Island and Md It and a Littel Be fore Sun Sat I Mad Sail a Gin and Roed and Caried Sail all Night Next Morning I Was a Bout half Way Between the Brothers and Split Rock and the Enemy to the South of the Brothers and General arnal a Bout two Milds a hed of me and the Rest of the fleet Scattered a Bout Seven milds in Lenth I found It Began to Gro[w] came and I new the Next Wind Wold Be North and the Enemy Cold Spread So much Sail and our Vesel So Much torn and dul I thought It Best to put My Wounded Men in to the Botts and Send them to ticonderago and So Ro My Galy a Shore and Blow her Up While It Was Came But I thought it Not Best to do this Without Consulting the Commandor and So I Sent My Boat forward to take genll arnals apponions on the Mattor and I Recd for anser By No Menes to Run a Shor But to Git forward as fast as posable and he Wold Stop the fleet at Split Rock and thare Make a Stand – and With that I inchoraged My Men and the Wind Came at N and I Got up two Gundalos Sails I had a Bord for topsails But all Wold Not do for She Was Much damaged and a Great deal of Water in [her] & Was a dul Sailer: But I Made it out to Git five Milds Belo Split Rock Before I Was taken and I found No Vesel to Make any Stop for Me But all Made the Best of thare Way for Crown Pint and General arnal Being Next a hed and found he Shoud Be [taken] Run a Shore All tho I was keep from that privlage By his orders: I have heard thare is Bin Suthing Sed a Bout there Being no firing on Bord of My Vesel While on Sd Retrate as to that General arnal keep Close Under the East Shore and so did I and the Enemy Came Down under the West Shore If I had Bore a Way to have had My Stern chases Bore on them I shold have Bin a Shore a Mild or two Be fore I was taken: General arnal fiered two or three Gons Be fore he went a Shore But I am Shure the[y] went fifty yards to the East of the Enemy as to My part I all ways thought it Best to fier Somthing Near an Enemy or Not fire at all: But as to My Vesel she was so Shatored She Was Not able to Bare fiering: as to My part I thought We Ware all frends While We ware at ticonderoga as to My part It is a Bove thirty years Sin I first Went in the Sarvis and I Belive I have Bin in as Many Battels as any Man in Connecticut and I Never heard any such thing about My Self Be fore I am a Man that Strictly obsarves My orders from My Superior and Shold if I Was taken teenn times: as to My Part

I du Not think the Retrate Was Conductted all to Gether Well for to be Scattered for Seven Milds in Length it Was to Much We had No Ritten orders for Signals: as thare ought to have Bin: or General arnal ought to have Bin in the Rear on a Retrate for What Cold I do he Being a hed and I Cold Not over take him: and had No Signal to Go By: and had orders to not Run a Shore: and the Enemy a Going three feet to our one If any Gentleman had Bin on Board of Me and have keep Me Clear from Being taken I Shold have Bin Glad: and keep to My Orders –

I Wold Give your honour to understand I am very oneasy In My Situation and much Long for the time when I Shall be Exchanged: But I du Not dout of your honours Goodness in doing Me What Service you Can on that acct And am With Sinsear Regard [&c.]

David Waterbury J<sup>r</sup>

1. Gates Papers, NYHS.

ROBERT MORRIS TO WILLIAM BINGHAM <sup>1</sup>

Sir

Philada Feby 26th 1777

You will find enclosed herein an Invoice & bill of Loading for 31 casks of the best Carolina Indico containing 8795 lb & 35 bbls of Superfine flour the whole amounting to £ 4731. 18..6 this currency being Invoiced at the real cost, by which you will see how high a price these articles stand in here and we hope you will exert yourself to make them bring an equivalent in Martinico, You will sell these Goods to the best advantage and place the proceeds to our Credit you must supply Cap [John] Young with what may be necessary to pay the charges of the Sloop & transmit us his receipt for the same, we hope he will be very moderate in those charges and to be so, he must make dispatch to which we expect you will contribute all in your power

We have been advised by Mr. Deane that he shou'd ship to your address this Winter considerable supplies of Military Stores cloathing &c per account & risque of the Continent, there is little doubt but some or all of these are with you before this date, and if so, you will please to ship a proportion of them on board this sloop *Independance* consigned to our order & transmit us invoice & bill of loading for what you ship. The Articles most wanted are good Soldier Musquets Brass Field pieces, Powder, Tent Cloth & Soldiers Cloathing. Send as many of these articles as may make the value of the Sloop from £3000 to £5000 Sterling first cost and you cannot be in too much haste in getting them away. Should any disappointment have taken place & the stores from Mr. Deane have not arrived, You will then purchase as much of the articles already mentioned as you can & dispatch the Sloop back with them.

The *Hornet* Cap [John] Nicholson went from hence to Charles Town South Carolina from whence she proceeds to you with Rice & Indi[g]o. We hope she will arrive safe and you must also send her directly back for this Coast with similar supplys to those now ordered by the *Independance* and we shall continue making

you remittances as fast as we can get opportunities of doing it with any tolerable degree of safety Flour is very scarce & dear here & will continue so, as the last crops were the worst ever known & the consumption & destruction of two armies is immense We are sir Your [&c.]

Robt Morris Chairman

For & by order of the Secret Committee of Congress

To Willm Bingham Esqr Agent of the United States of America at Martinico by Cap Young

1. *Pennsylvania Magazine of History and Biography*, LXX, 198–200.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

[Philadelphia] Navy Board, Feb'y 26th, 1777.

William Russell, Surgeon's Mate of the *Montgomery*, committed to Goal, by order of the Council of Safety, for leaving the service without a discharge and engaging in the Continental.<sup>2</sup>

Ordered, That the following Letter be sent to Commodore Seymore [Thomas Seymour]:

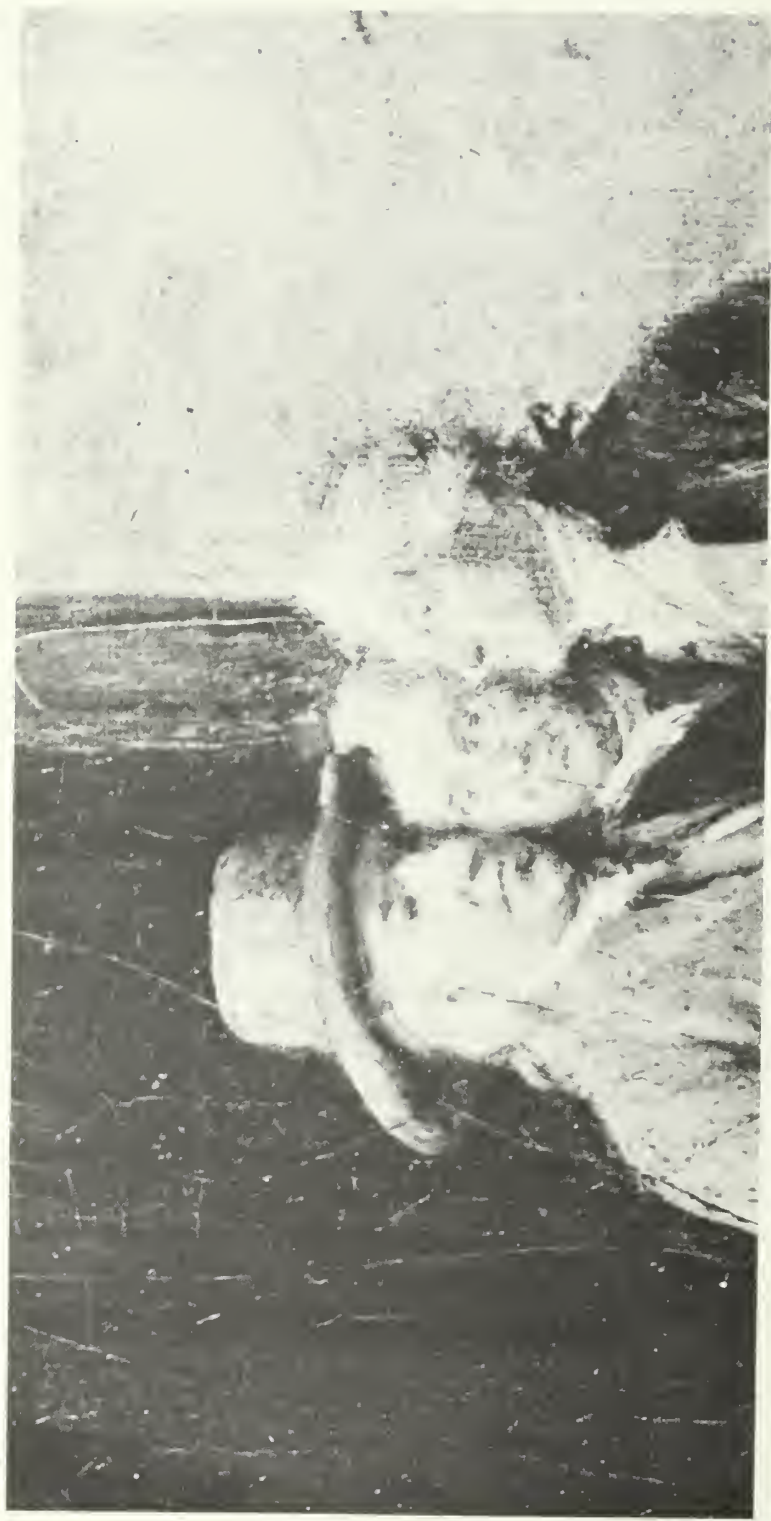
Sir: – It is the opinion of this Board that there is a great deal of negligence and inattention prevails in the Fleet.

It is, therefore, the desire of this Board that you will issue immediately, positive and express Orders in writing, to the Several Commanders of the Galleys, that they order the Men belonging to each of them to be mustered on board Morning and Evening, and to be exercised every day without other business calls them away. That the utmost diligence should be used in recruiting by the Drum, &c., of each Galley, going about the city daily for that purpose, until their number is compleat. And also, that the Commanders of the Galleys in the Carpenter's hands, should have express orders from you to send an Officer on board each of them with as many men as can be usefully employ'd in assisting the Carpenter. This Board farther expects that the Commanders of each Gondalo will keep up such good Order and command on board their vessels, that at all times their men shall be ready and willing to do every kind of reasonable duty that shall be required of them with cheerfulness and alacrity.

It's also the desire of this Board that all the Gondalo's Ordered down to the Fort, except those in the Carpenter's hands, shall carry all their sick with them that are in condition to be removed. Every Commander, nevertheless, leaving a proper Officer in the City with a Drum, &c. for the purpose of recruiting, which must be positively attended with the greatest diligence.

1. *Pennsylvania Archives*, 2nd series, I, 84.

2. *Ibid.*, 318, Russell had entered as surgeon's mate on board the Continental sloop *Independence*.



*William Ellery*

*Stephen Hopkins*

*George Clymer*



*Pennsylvania Gazette*, WEDNESDAY, FEBRUARY 26, 1777

Philadelphia, February 20, 1777.

To be Sold by Public Vendue, on Friday, the fourteenth Day of March next, at Chincoteague Inlet, A Sloop, Taken up at sea, and brought in there, by the Continental Schooner *Wasp*, John Baldwin, Commander.

Inventory to be seen at Mr. Burdett's, or at the time of sale.

WILLIAM ELLERY TO WILLIAM VERNON <sup>1</sup>

[Extract]

Baltimore Feby 26th 1777

. . . It grieves me to hear that the Continental Seamen have not been paid their Wages and Prize Money. Repeated Orders have been given to the Agent to have it done. The Congress are fully sensible of the Importance of having a respectable Navy, and have endeavoured to form and equip One; but through Ignorance and Neglect they have not been able to accomplish their Purpose yet. I hope however to see one afloat before long. A proper Board of Admiralty is very much wanted. The Members of Congress are unacquainted with this Department. As One of the Marine Commee I sensibly feel my Ignorance in this Respect. Under a mortifying Sense of this I wrote to you for Information in this Matter. Books cannot be had here; and I should have been glad to have been pointed to proper Authors on this Subject when I should be in a Place where Books may be had. Let me know whether it would suit you to be a Member of a Marine Board. I suppose Congress will institute One with a suitable competent Salary, there Residence to be I presume at Philadelphia. . . .

1. Papers of William Vernon and the Navy Board, *Publications of the Rhode Island Historical Society*, New Series, VIII, No. 4, 203-05.

JENIFER & HOOE'S ACCOUNT AGAINST THE MARYLAND SLOOP *Molly* <sup>1</sup>

The Sloop *Molly* belonging to the State of Maryland In Account with  
Jenifer & Hooe Dr

1776	Virga Curry			
Octob 31	To Cash paid for a bll Tar delevd in March		18.	.-
Novr 5	To ditto paid for ½ lb Salt Petre		1.	.6
Decr 24	To Cash paid Mens Wages vizt			
	Jno Kelly 13. .4. .0	Henry Conrod	20. 18. .0	34. .2. .-
	Rodolph Manley 28. .16. .4	Jno Horn	8. .8. .4	37. .4. .8
	Jno Stoops 8. .8. .0	Benedt Tar	11. .5. .-	10. 13. .-
	Jas McDonald 10. .0. .0	Jno Stone	7. .1. .4	17. .1. .4
				108. .1. .-

JENIFER & HOOE'S ACCOUNT AGAINST THE MARYLAND SLOOP *Molly* [continued]

[1776]

[Virga Curry]

[Decr]	28	To Cash paid Capt Thos McWilliams for his Wages P Rect	19..-.-
		To ditto paid for 1 bbl Tarr 20/ 2 Gallons Whiskey 10/	1. 10..-
1777			
Jany	2	To 2 Gallons Whiskey 10/	10..-
	6	To Cash paid 4 Negro's 16 Days Carpenters Work	5..5..-
		To Cash paid for 2 Cords Wood	1..-.-
	23	To Cash paid Robert Resuck 4 days Carpenters Work	1..8..-
	29	To Cash paid John Rand 42 lb Bread P Accot	5..-
		To 168 lb fine Bread at 15/	1..5..2
Feby	5	To Cash Advanced John Lemond 1 months pay	2..-.-
	6	To ditto paid Zimmerman P Accot	4..-.-
		To ditto Advanced Thos Trainer 1 Months pay	2..-.-
		To Cash paid Capt Thomas Conway in full of his Accot	106..5..8
	7	To Cash Advanced Henry Conrod 1 Months pay	7..4..-
	9	To 2 Barrells Beeff 11 £ 14 Barrells Pork 77 £	88..-.-
		To Cash pd Jacob Gooding for 2606 lb Bread a 12/	15.12..7
	13	To Cash pd Charles Alexander ½ Cord Wood	5..-
		To Cash pd 5 Days Jobbers Wages	15..-
	14	To ditto pd a Jobber 7 Days Work a 3/	1..1..-
		To 3½ lb Twine a 3/6	12..3
	18	To Cash pd for 2 pad Locks	6..-
	19	To Cash pd Jno Kelly Gunner 1 Months pay	6..-.-
		To ditto paid Charles Alexander ½ Cord Wood	5..-
	20	To ditto paid D Ramsay for 10 yds Oznaburg a 4/	2..-.-
		To ditto paid Thos Tucker 2 Days Work	8..-
	21	To ditto Advanced Thos Tucker 1 Months pay	6..-.-
		To 1 quart Whiskey	1..3
	22	To Cash paid Jno Shaw P Bill	13..-
		To ditto paid a Jobber 9 Days Work	1..7..-
	24	To ditto Advanced Jas McDonald 1 Months Pay	4..-.-
		To ditto paid Edwd Owens P Bill	4..5..-
		To ditto Advanced Capt Thos McWilliams	9..-.-
		To ditto Advanced Pater Packman Cook	
		1 months Pay	3..6..-
		To ditto Advanced Henry Rynfield 1 Months	
		ditto	2..8..-
		Carrd Over	406.18..5

1777

	To Amount brought Over	406.18..5
Feby 25	To Cash paid Jno Rand P Bill	3.13..9½
	To ditto paid Michael Thorn P Bill	3.15..6
	To ditto paid Thomas Morley P ditto	14.11..6
	To ditto paid Peter Wise P ditto	14.14..6
	To ditto Advanced Darby Meloney 1 Months	
	Pay	3..6..-
26	To ditto paid Wm Hepburn P Bill	20.17..6
	To ditto paid Thos McWilliams P ditto	8..2..-
	To ditto paid Thos Crafts P ditto	6..4..9
	To ditto paid Solomon Stanwood P Bill	2..8..-
	To ditto paid Jno Mills P ditto	3..8..8
	To ditto paid for 6¼ lb Butter a 1/3	8..5¼
	To ditto paid Benja Furl 4 days Work	14..-
	To ditto paid a Jobber 2 days Work	6..-
	To ditto paid Patton & Butcher P Bill	13.19..6
	To ditto paid Washer Blunt P Bill	5.10..9
	To ditto paid Wm Bushby P ditto	8..8.10½
	To ditto paid Joel Cooper P ditto	1..2..4¼
	To ditto paid Michael Gretter P ditto	1..8..6
	To ditto paid Thos Wilkinson P ditto	2.16..-
	To ditto pd an Express to Wicomico after Capt Conway	1..5..-
	To ditto pd Jno Lemar 2 Weeks Board of Capt Conway	3..-..-
	To ditto pd Tobias Zimmerman P Bill	2.15..-
	To ditto pd Capt Conway to get Men with	30..-..-
	To ditto pd for 1 Trumpett	6..3
	To ditto pd James Lawrison P Bill	8..3..-
	To ditto pd Negro Adam 2 days Work	7..-
	To ditto pd Robert Adam 30 days Wharfage a 2/	3..-..-
	To ditto pd Benedict Tarr 7 days Wages a 5/	1.15..-
	To ditto pd Alexr Chisholm P Bill	1..3..7½
		<hr/>
		574..9.11
	Commission of 5 P Ct	28.14..5¾
		<hr/>
		603..4. 4¾
	Advance 25 P Ct to make Maryld Curry	150.15..1
		<hr/>
	Maryd Curry	
	£ 754..0..5¾	

JENIFER & HOOE'S ACCOUNT AGAINST THE MARYLAND SLOOP *Molly* [continued]

1776	Contra	Md Curry	
Octobr 31	By Cash for an Old Boat	9. .7. .6	
	By Ballance charged the State	744. 12. 11½	
	of Maryland		
	E E	P	Jenifer & Hooe
			754. .0. .5½

1. Revolutionary Papers, Box 2, Accounts, 1777, Md. Arch.

DIARY OF DR. JAMES HUTCHINSON <sup>1</sup>

[On board the Ship *Sally*] <sup>2</sup>

26th [February, 1777] Latitude 33°. 30', the winds blowing constantly in storms from the West northerly, we have been obliged to go to the southward to escape drifting to the eastward, and to find more temperate weather for our people, who begin to be unfit for duty, as well as to attempt some Port at least in the thirteen United Colonies; what renders our condition still more disagreeable is the frequent thunder storms we have had for the three weeks past, some of them accompanied with severe gusts of winds, and very sharp strokes of lightening, these are the most startling as we have a large quantity of powder on board the vessel, and should it receive a stroke from the lightening, we have no reasonable prospect to avoid perishing; our Captain and officers all tell us they have never heretofore observed so much thunder [in] one passage, and what made it appear to us more extraordinary was the amazing coldness of the weather. At those times had it not been for our distressed situation, I should have been much diverted at the various stupid superstitions and unphilosophical means our Captain and people made use of to prevent the effects of the lightening, such as stopping up the mouths of the pumps with wet swabs, and doing a variety of other things equally ridiculous; Dr. [Hugh] Williamson <sup>3</sup> and myself endeavored to show them the absurdity of such contrivances, and to convince them that they could answer no purpose whatever, telling them that stopping the mouths of the pumps could be of no service, while the pump rod which was iron remain in, and that the lightening supposing the vessel to receive a stroke would not pass down the pump, tho' it should remain open, but thru' the metal, to this reasoning they were entirely deaf, and went on, as usual on the appearance of a thunderstorm, to stop every hole and crevice to prevent the lightening from entering.

1. Miscellaneous Manuscript Collection, APS.

2. See Hutchinson to Franklin, December 12, 1776.

3. Williamson, returning from France, was a fellow passenger on board *Sally*.



VICE ADMIRAL JAMES YOUNG TO PETER ALSOP <sup>1</sup>

(Copy)

By James Young Esqr Vice Admiral of the Red: and Commander in Chief of His Majesty's Ships & Vessels employed and to be employed at Barbado's, and the Leeward Islands, and in the Seas adjacent.

Whereas a Quantity of Gun Powder (Vizt Eleven thousand two hundred pounds) has been found on board the *Roebucks Prize Adventure*, now lying in this Harbour; and should the same be put up to Sale at this Island, it might probably be purchased; and secretly conveyed away for the use of the American Rebels, to prevent which inconvenience to His Majesty's Service, I think it proper the same should be purchased, and received into His Majesty's Stores.

Your are therefore hereby required and directed to purchase (from the Agent for the Prize Brig *Adventure*) said Eleven Thousand two hundred Pounds of Gun Powder, for His Majesty's use; paying them for the same at the rate of 20d sterling p Pound; taking care to procure proper Vouchers for the same: For which this shall be your Order.

Given under my Hand at English Harbour  
Antigua the 26th February 1777.

Jam<sup>s</sup> Young.

To Mr Peter Alsop Ordnance Storekeeper at Antigua By Command of the  
Admiral Geo: Lawford.

1. PRO, Admiralty 1/4012.

**27 Feb.**

UNIFORMS RECOMMENDED BY A GROUP OF CONTINENTAL NAVY CAPTAINS <sup>1</sup>

Full dress for Post Captains

Boston 27th Feby 1777

Dark Blue Coats, white linings, white Cuffs, and narrow white lappels the whole length of the Waist – the Coats full trimmed, with Gold Lace or Embroider'd Button Holes, the Buttons at equal distance as under on the lappells, the upper part of the lappells to Button on the upper part of the Shoulder, three Buttons on each Pocket Flap, three on each Cuff, Stand up blue Collars, white Waistcoats, Breeches & Stockings, dress Swords, plain Hatts, black Cockades and Gold Buttons and Loops, Gold Epauletts on the right Shoulder, the figure of a Rattle Snake Embroider'd on the Strap of the Epauletts with the Motto don't tread on me, on each of them. —

Undress for Post Captains

the same as the Dress Coats, with this difference that undress Coats have Frock Backs and turn down white Collars. —

Dress for Lieutenants

the same as for Post Captains, excepting the Lace or Embroidery, the Epauletts and that instead of the Rattle Snake they wear Buttons with the Impression of an Anchor —

Undress for Lieutenants

the same as for Post Captains, excepting the Lace or Embroidery, the Epauletts, the Buttons, and that the Coats be made Short, or such as are usually called Coatees. —

dress and undress for Masters and Midshipmen the same as for Lieutenants excepting the lappells and that they wear turn down white Collars on their dress and undress Coats —

dress and Undress for Commanders of Ships and Vessels under Twenty Guns —  
The same as for Post Captains excepting Epauletts

John Manley  
Hector McNeill  
Dudley Saltonstall  
E. Hinman  
Joseph Olney  
Jn<sup>o</sup> Roche  
Jn<sup>o</sup> P. Jones  
John Paul Jones

Hector McNeill for Capt Thompson of the *Raleigh*  
Joseph Olney for Capt A. Whipple in the *Providence*

1. USNAM. Another copy is in Papers of John Paul Jones, LC.

#### PETITION OF RESOLVE SMITH TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honble Board of the Massachusetts Bay

The Petition of Resolve Smith —

Humbly Sheweth

That whereas your honors Petitioner is a native of New Jersey and hath a Brother & Sister in that State, and many Other relations; but has for these 20 Years last past resided in London and now hath an Appointment to be Secratary to the Governor of the Island of St Vincents; but on his passage to Said Island was Taken & Brought into this State, as Set forth in the annexed Certificate from the Committee of Beverly; by which he is detained from the Amoluments Arising from his post —

And as your honors Petitioner has procured a Vessel, and can Obtain a Suffi-  
cient number of men (prisoners to this State) to Navigate her, and purposes to  
return Said Vessel to Charles Town in South Carolina, & is desireous as a Friend to  
his native Country to be Some way Serviceable to these States; which he humbly  
Apprehends his Station in the Islands will enable him to be Should this Honble  
Board in their wisdom think proper to Assign him papers to transact the Exchange  
of Prisoners for which he is willing to give Good Security for the faithful discharge  
of any trust their honors may please to repose in him —

Therefore your honors Petitioner most humbly prays that he may have liberty  
to depart with Said Vessel, and to put Onboard a Cargo of Lumber in Order to

Defray the Charges of the Voyage, to be delivered in St Lucia, or Some one of the Other French West India Islands And your Petitioner as in Duty bound Shall ever pray &c &c &c

Boston Feby 27th 1777

Resolve Smith

[Enclosure] In the State of Massachusetts Bay

In Committe of Corrispondence Inspection & Safty in the Town of Beverly  
Feby 18th 1777 –

These may certify whom it may concern that Capt Resolve Smith a Pasinger on board the *Friends Adventure*, a Marchant Vessell Bound from London to the West Indies, was taken by Capt Elias Smith & Comy on board the Arm'd Brig *Washington* & brought into this Port sometime in Jany last and hath since that time made this place his residence, during which term he hath behaved himself in a friendly prudent & Complisaint manner, so that we can consistent with our Duty recommend him & do hereby recommend him, to the Honble Council of this State for the bestowment of such favours as they in their wisdom shall think prudent to a Person in like circumstances. –

By Order of the Committee  
Joseph Wood Chairman <sup>2</sup>

1. Mass. Arch., vol. 166, 298–99, 300.

2. Petition was approved, Mass. Arch., vol. 20, 304.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston Feby 27 [1777] A M

Agreed to exchange with Capt McNeil [Hector McNeill] an Awning for a Foresail wanted for *Massachusetts* – Mr Barrett & Mr Kimball to appraise them – Order'd That Mr Howe deliver the Honl Mr. Cushing as much parings of the Tin as will make 18 Lanthorns – he paying for them – <sup>2</sup>

Order'd That Doctr Haven be paid £6.10 – for 1 Mons Wages on Board the *Massachusetts* – taking his Orders on Capt [John Foster] Williams for said Sum –

P M

Order'd That Strook Woodward's ill for pilating the Brig *Freedom* out of the Harbor 48/ be paid

1. Mass. Arch., vol. 148, 180, 181.

2. Lanterns for the Continental frigates *Boston* and *Hancock*.

#### *Independent Chronicle*, THURSDAY, FEBRUARY 27, 1777

Boston, February 27, 1777.

Last Lord's Day, arrived in safe Port, a valuable Prize Brig,<sup>1</sup> taken by Captain Fisk, in the *Tyrannicide* Vessel of War, belonging to this State – Her Cargo we are told, consists chiefly of European Goods –

It is said, a Cartel Vessel is arrived at Marblehead from Halifax, with only 14 Prisoners, belonging to the States, while there are more than 200 confined there, and the Enemy is indebted to us more than 50, according to the last Settlement at Rhode-Island. These Circumstances justly create Suspicions that there is some secret Design in sending this Flag. It is hoped these Visitors will not be allowed to

come on Shore, and walk at large. We rely on the Vigilance of the Guardians of the State, in this and some other Affairs of a similar Nature.

To be Sold at Vendue, at Mr. Sheriff Greenleaf's Auction-Room, on Tuesday, 4th March, at 11 o'Clock, The good Brig *Lively*, about 150 Tons, as she now lays at the Continental Wharf, with her Appurtenances; also, a Quantity of White and Red Port Wines, Sherry, Lisbon and Red Portugal Wines, all in Bottles, a Quantity Hard Soap, and Candles, a few Kegs Butter, Scotch Barley in Kegs, Porter in Casks, a few Swivel Guns, and a few Casks of Indigo.

To Be Sold, The Privateer Brigantine called the *Hancock*, a remarkable fast sailing Vessel, built with Cedar and live Oak, at Philadelphia, about 3 Years old, together with all her Guns, Powder, Warlike Stores and Provisions, fitted for Sea before the Embargo took Place. An Inventory of which may be seen by applying to Mr. Philip Moore, or Captain M'Neil [Daniel McNeill], late Commander.<sup>2</sup>

The Sale will be at the House of Mr. Marston at One o'Clock, on Thursday the 6th March.

Boston, 24th Feb. 1777.

To be sold, on Wednesday, the 5th of March next, At Eleven o'Clock, At the House of Capt. Daniel Ropes jun., at the Sign of Commodore Manley, in Salem, The Brigantine *Unity*, burthen about 120 Tons, between 2 and 3 Years old, together with her Appurtenances. The Vessel to be viewed, and the Inventory of her Stores to be seen, any Time before the Sale, by applying to

Walter P. Bartlett, Auctioneer.

To be Sold at Public Auction, at Gloucester, On Tuesday, March 10th, The Brig *Neptune*, and her Cargo, consisting of 500 Hogsheads of Lisbon Salt; also the Privateer Sloop *Upon*, with all her Appurtenances, as she came from Sea. The Owners of the Schooner *Warren*, are desired to meet at the same Time, to settle her Accounts, as there may be a Distribution of Prize Money.

1. Brigantine *Three Friends*, Arthur Holme, master, Mass. Arch., vol. 159, 70.

2. *Hancock* was first commissioned at Philadelphia, June 15, 1776, under the command of Wingate Newman. See Volume 5. Daniel McNeill replaced Newman as commander in November. The Massachusetts embargo prevented his sailing, and a petition to put to sea was refused by the Massachusetts Council, Mass. Arch., vol. 6, 78 and vol. 20, 112.

NATHANIEL SHAW, JR. TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Sir/

New London February 27th 1777

yours 21st Inclosing a Bill for twenty Five Thousand dollars upon the Presidt of Congress I Received – Since that am favoured with yours 24th Inst Relative to the Prisoners – they may be sent Imediately to this Town, and I will have them taken Care of att the Harbour Mouth Near the Lt House were we keep a Guard, and will their take them on Board – the Person who brings them Should have orders not to come into the town, but to let me know of his coming so as I may send him a Guide to Conduct them, directly to their Quarters – as to Pig Iron Capt Coit has taken all his on Board & he Cannot leave any, as the Ship Requires the



Whole, their is not any in Town but what is Intended for the Ship *Trumbull* <sup>2</sup> – Capt [Robert] Niles Landed what he had on Board the *Spy*, but am Inform'd that Chrisr Leffingwell has purchas'd it – I am Sir [&c.]

Nath<sup>l</sup> Shaw Jun<sup>r</sup>

1. Conn. Arch., 1st Series, IX, 321, ConnSL.

2. Continental frigate.

ROBERT MORRIS TO SILAS DEANE <sup>1</sup>

[Extract]

Philada Feby 27th 1777

I have not received any Goods from you or him <sup>2</sup> Neither have I heard of any being sent by you either for this place or the West Indias, if you have from any cause that I am unacquainted with Neglected doing it, You may have leisure to repent hereafter that you missed so fine an opportunity of making a Fortune, the prices of all Imported Articles have been enormously high, I could have sold any quantity of European Manufacturies for 500 to 700 pCt and bought Tobo for 25/to 30/ pCt it is not yet too late, but Goods are becoming rather more plenty & Tobacco is rising, but there is plenty of room to make as much Money as you please, and if Insurance cou'd be obtained in Europe it might be reduced to a certainty even if you gave a premm of 50 pCt which however is vastly too high I think some good hand might be found to go over to London & manage such Insurances there, they love high premiums & will insure any thing for Money but this wou'd really be to their advantage as I dont think we have lost above a fourth or at most a third of the inward bound Vessells.

I am sorry to tell you there are now two or three British Men of War in Chesapeak Bay, they have taken the Ship *Farmer*, Cap Dashiell which had onboard 500 hhds of Tobo on the Public Account & 50 hhds on my Accot was bound for Nantes Consigned to Messrs Pliarne Penet & Co they have for the present blocked up several others there but we shall get them away by & by, some ships have lately got away from hen[cc] and we shall keep waiting all opportunities to push remittances to you. I do not like to enumerate the different Concerns going forward because it opens our designs to the Enemy should the letters unfortunately fall into their hands

1. Silas Deane Papers, ConnHS.

2. Thomas Morris.

MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

[Philadelphia] Navy Board, Feb'y 27th, 1777.

Ordered Doctor [James] Dunlap to put up a Box of Medicines for the *Delaware* Schooner.

The following Letter was wrote to Captain Hazlewood [John Hazelwood]:

Sir: – This Board desires you will engage two or more Smiths to make Grapling & Chains for 4 Fire Ships, and also to bespeak Troughs of Bedford for those Ships. You'll likewise look out for such Vessels as will be suitable for the purpose, and report to this Board where they lay, that they may be viewed and purchased. As the season of the year

is so far advanced, beg that all possible dispatch may be used in procuring these articles.

1. *Pennsylvania Archives*, 2nd series, I, 85.

*Pennsylvania Evening Post*, THURSDAY, FEBRUARY 27, 1777

Philadelphia, Feb. 27.

We have the pleasure to inform the public that the ship *Reprisal*, Capt Weeks [Lambert Wickes], in which Dr. Franklin went passenger, is safe arrived in France. She took two prizes, which she also carried into a French port.

On Wednesday the 5th of March, at ten o'clock, at Hamilton's wharf, will be sold by public vendue, one hundred and seventy puncheons of Jamaica Spirits.

The prize brigantine *Ann[e]* will be sold the same evening at six o'clock, at the Coffee-house.

Feb. 27.

RICHARD HENRY LEE TO GEORGE WASHINGTON <sup>1</sup>

[Extract]

Baltimore Feby 27th 1777

. . . About a fortnight ago, I received a letter from London, written by a well informed friend, which contains this paragraph and is dated Octr 9th last – "The war is likely to go on another year, in which case Cheasapeak Bay will be the seat; a plan for that purpose has been laid before Ld Geo. Germaine & it is said is approved. The Eastern Shore is the first object, or place of landing" – This letter reached me just as three or 4 large Ships came lately into our Bay, and the Tory rising on the Maryld Eastern Shore seemed to denote the beginning of this plan – But since, we learn that the Ships are gone & the Tories dispersed. My Informant is however so good, that I cannot help thinking that something like a diversion, at least, will be attempted there next Campaign. I cannot think they mean to relinquish their grand plan of joining their Canadian with Howes army. This consideration, has ever made me wish that Ticonderoga, and the avenues leading to Canada, were well attended to, that the vigilance and Military talents of Gen. Carleton may be disappointed.

1. Washington Papers, LC.

SAMUEL & ROBERT PURVIANCE TO SAMUEL PHILLIPS SAVAGE <sup>1</sup>

Sir

Baltimore 27th Feb: 1777

We advisd you the 11th Instant of the Arrival of Capt [Elnathan] Holmes & Captn [Ichabod] Morton, and of Captn Hammonds Vessel being put into Pungoteegee on the Eastern Shore of Virginia. – We likewise wrote the 24th by Captn Samuel Arnold of the Schooner *Edward* who has on board Eight Tons of Pig Iron for your Board.<sup>2</sup>

We have now the Satisfaction of informing you that We have received certain Advice from Virginia of the Enemys Ships of War having sailed out of the Bay a few days agoe. In consequence of which we expect Captn Hammonds Schooner up with first fair Wind. – We had no doubt that the Enemy were come with the Intention of making a permanent Stay in Our Bay, therefore we had determind not to load Captn Holmes & Captn Morton untill we saw an Alteration. We are

now loading the former & will have him ready to Sail tomorrow. Captn Mortons Vessel was taken into the Transport Service to carry some Troops which were sent from hence about ten days ago to quell an Insurrection of the Tories on the Eastern Shore of this State. She is not yet return'd: But as the Ringleaders of that Faction are seized, we expect the Schooner back shortly, when She shall be loaded & dispatched. Captn Holmes thinks his Vessel cant carry more than 3 or 4 Tons of the Pig Iron without any Bar Iron – The Masters of those small Vessels are averse to loading deep at this blowing Season of the Year, therefore fear you will be disappointed in getting the Pigg Iron carried so speedily as you expected We are Sir [&c.]

Sam<sup>l</sup> & Rob<sup>l</sup> Purviance

P. S. Whatever Advances are necessary for Loading any of the Vessels that come from your Board shall be made, not doubting you will speedily reimburse Us. – As we have had a great many Vesls in Port for some time past & they are now nearly all loaded, We hope Flour may soon be more reasonable: But at any Rate shall take Care to have a Quantity laid in, so as to dispatch any of your Vessels that appear. – If your Board intend to have any Vessels loaded with Tobo for Europe, previous Notice woud be requisite to purchase such Cargoes, wh must be a Work of time. And they shoud come with Liberty to be orderd into any River in this State or Virga where the Cargoe may be purchasd – This for yr Goverment. – What of the Sugars & Rum is come to hand, we have sold, the former from 160/ to 200/ P Ct the latter at 22/6 to 25/ p Gall

S & R Purviance

1. Mass. Arch., vol. 152, 77–77a, 77b, Board of War Letters, 1776–1777.

2. The letter of February 24 never reached the Board of War. The schooner *Edward*, Samuel Arnold, master, was taken March 3, 1777, by H.M.S. *Emerald*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

#### JOURNAL OF THE MARYLAND COUNCIL OF SAFETY<sup>1</sup>

[Annapolis] Thursday February 27th 1777—

Commission Issued to John David appointed Captain of a Row Galley called the *Conqueror*

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

#### JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.<sup>1</sup>

February 1777

Thursday 27th

Cape Henry No89W Distance 41 Leag[ues]

at 2 PM [A.M.] saw a Sail to the NE out 3d Reef Topsails at ½ pt 3 Bore down to the *Emerald* at ½ past 7 Out 2 Reef Topsails & set Topgt Sails at 9 Fir'd a Shot and Brot too a Schooner from Senepuxen Inlet bound to Hispaniola<sup>2</sup> Brot too Main Topsail to the Mast, got the Prize alongside, empd Clearing her the *Emerald* in Company  
Modt. Breezes & clear Wr Scuttled the Schooner & made Sail

1. PRO, Admiralty 51/694.

2. *Nancy*, Isaac Taylor, master, with nine hogsheads of tobacco, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOHN GRAY TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Gentlemen

From my being the Only Bostonian in the Mercantile way in this State I am induced to tender You the Offer of my Services in the negotiating any Business that May Concern the State of Boston, either in the loading Ships sent for the Public Account or in the execution of any other Commands You may think proper to entrust me with, And give me leave to assure you That the pleasure I should receive from such a Commission would stimulate my Endeavors to deserve that Confidence.

I desire no other Compensation than the reflection of having given entire satisfaction – I am with great respect Gentlemen [&c.]

Jn<sup>o</sup> Gray

Charlestown 27th February 1777

1. Mass. Arch., vol. 152, 78, Board of War Letters, 1776–1777.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston] Thursday 27th February 1777 –

The following Letter was wrote to Stephen Duvall –

Mr. Stephen Duvall Navy Board 24th Feby. 1777–

The Commissioners of the Navy desire you to proceed with the *Eagle* Pilot Boat with all possible dispatch to George Town, On your Arrival there, you will take on board your Boat, From a Brig there Commanded by Capt. Blundell as much Gun powder belonging to the Public of this State as you can Conveniently stow in her & proceed with it immediately to Charles Town

When this *Gunpowder* is on board you will *be particularly* carefull to let no fire *come near it*.

The Commissary will furnish you with *what* provisions will be necessary – By Order of the Board

Edward Blake first Comm

A Letter was wrote to Capt. Ham –

Mr. Richard Ham Sir Navy Board 27th Februry 1777 –

The Commissioners of the Navy direct that you do at all times, Take from on board any Vessel Piloted out of this Harbour, by any of the Pilots that Belong to the *Eagle* Pilot Boat, during the time Mr. Duval may be absent from Charles Town, & that you do give Diligent Attendance to Pilot any Vessels that may be bound into this Harbour, and that you do Anchor Every night during the absence of Mr. Duval under Sullivants Island, as near as you can to it with Safety

Edward Blake first Commissr

[A] Letter was wrote to his Excellency the President –

Sir/ Navy Board Feby 20th. 1777.

In Answer to Our Letter of the 14th Inst. to your Excellency Respecting Hemp His Honour the Vice President has Informed us that it



is the Opinion of the Privy Council Relative thereto *that* this Board be directed to Engage Hemp Immediately *for* the Public Service in such Quantities as the Board shall think Necessary, and to use such means, and offer such Price as may Entitle the Commissioners to a Preferance to Other Purchasers—The Commissioners are fearfull that it will not be in their Power to Execute the Business in the manner above mentioned, as the Private Purchasers have so many Agents Employed to Engage that Article at any Price Mr. Willm Hest Informed the first Commissioner that he was Raised upon in the Purchase of a Parcell four different times Yesterday, And he is certain that if that Article is Suffered to be Exported, in the space of three Months he shall not be able to furnish a single Coil of Cordage Either for the use of the state or Trade – The Comissioners are Sorry to Trouble your Excellency again on this Matter, but they are fearfull unless there is a Stop put to the Exportation of Hemp this state will soon be Entirely without that usefull Article – The Commissioners beg leave to Inform your Excellency that the Number appointed to that Board are so few that they can seldom make a board, they therefore beg your Excellency will be pleased to appoint two more Commissioners, and they beg lieve to recommend Mr Willm Price & Mr Nathl Russell as fitt Persons

Edward Blake first Commissr –

Capt. Robert Cochran <sup>2</sup>  
Sir.

*The Commissioners of the Navy* desire that you will have the Briggt. *Notre Dame* got ready to proceed to sea with all possible Dispatch [and that] you will be ready by Tomorrow Evening, as they [burned] time may be attended with very great advantage *to the State*

Edward Blake first Commissioner

Sunday 23d Feby 1777.

Capt. John Mercier Sir/

The Commissioners of the Navy desire that you will with all possible Dispatch have the Sloop *Beaufort* got ready to proceed to Sea, they are hopefull you will have her Ballasted, and ready, by Tomorrow Night.

Edward Blake first Commissr

Sunday 23d Feby. 1777 –

Edward Blake presents his Compliments to his Excellency the President, and Acquaints him, that he has Directed Captns – Cochran & Mercier to get their Vessels ready with all posible Dispatch, that he has seen Capt. Cochran who promises to have the Brigg *Notre Dame* ready by Tuesday afternoon; provided he can get a Sufficient Quantity of Ballast by that time, E, B[’s], Opinion if a Sufficient Quantity of Stone Ballast cannot be got in time, it will be best to take on board some Rice, Naval Stores, or any Other weighty goods raither then Loose any time

for stone Ballast, if any of the above mentioned goods are to be taken An Order from Your Excellency will be Necessary

Sunday 23d Februy 1777 –

Edward Blake presents his Compliments to General How [Robert Howe] and Acquaints him that he has given the Necessary Orders to get the Vessels ready with all posible Dispatch, to Transport the Troops to Beaufort, that Capt. Cochran has Informed him that his Vessel *will be ready by Tuesday afternoon*

Sunday 23rd Februy 1777.

Capt. John Copithorn Sir/

Februy. 24th 1777 –

The Commissioners of the Navy desire that you will provide Six Schooners and have them Loaded with Ballast for General [Christopher] Gadsden with all posible Dispatch, the Schooners are not to draw more than five feet water Each

Edward Blake

Capt. Thomas Pickerin[g] Sir/

Februy. 24th 1777 –

The Commissioners of the Navy desire that you will Assist Capt. Mercier with three or four Men, to Bend his Sails & get his Vessell ready for the sea, by Tomorrow Evening, send such as will be fitt for the Duty & that you Can Depend on to return to the *Defence*

Edward Blake –

Mr. Stephen Duval Sir/

Navy Board February 24th 1777 –

The Commissioners of the Navy Direct that you do Every Other Night Lodge on board the *Eagle* Pilot Boat, and Anchor as near to Sulivants Island as you can with safety and that you do proceed to Sea very Early every Morning in Order to give the Necessary Assistance to such Vessells as may be Bound into the Harbour of Charles Town, and that you give the Earliest Information, to the Commissioners, of any Vessells being on the Coast that you suspect to belong to the Enemy – Capt. Ham will receive the like Orders and relieve you Every Other Night

Edward Blake first Commissr.

A Letter from the President to hire if not to be Hired to Impress Schooners to Carry Troops to Georgia –

Capt. John Copithorn Sir/

Navy Board February 25th 1777 –

The Commissioners of the Navy direct that you do as soon as possible provide as many proper Vessells, as will Transport 300 Men with their Baggage & stores within Land to Georgia, if you Cannot Possibly Hire a Sufficient Number You are hereby fully Authorised to Impress them and you are to make a return of the Particular Vessells and the Owners Names to the board this Evening

Edward Blake first Commissr

*Capt. John Copithorn made a Return to the Board of Four Schooners he had Impressed into the Service, to Carry Troops to Georgia –*

A Letter to his Excellency the President –

The Commissioners of the Navy present their Compliments to his Excellency the President *and* Acquaints him that the Following Vessells are ready to take on board the Troops Intended for Georgia Viz

Mr. Willm Glens Schooner	at Champneys wharf	–
Barnd Elliott Esqr.	Do	at Prioleaus – Do –
Pendarvis's	Do	at Prioleaus Do –
Florentines	Do	at Wraggs Do –

the first of the Four Schooners has no Master nor Men the Commissioners will Endeavour to provide People for her

Tuesday Evening }	Edward Blake	first Commissr
25th Februy 1777 }		

A Letter to Mr. McCulley Righten –

Mr. McCulley Righten Sir/

You are to provide a Sufficient Number of Boats to Transport all the North Carolina Troops now at Haddrels point to Charles Town with all possible Dispatch

Edward Blake first Commissr

Februy 26th 1777 –

*A Letter to Capt. John Copithorn.*

Capt. John Copithorn Sir/

You *are to provide with all possible* Dispatch a sufficient Number of *Schooners or* Boats to Transport all the North Carolina *Troops, now* at Haddrels point to Charles Town –

Edward Blake first Commissioner

Febry. 26th 1777 –

A Letter to Capt Robert Cochran –

Capt. Robert Cochran Sir/

The Commissioners of the Navy desire that you will deliver to Mr. John Calvert as many of the water Casks that belongs to the Brig. *Notre Dame* as can be posibly spared –

Edward Blake first Commissr

Febry 26th 1777 –

A Letter to Capt. Edward Darrell –

Capt. Edward Darrell Sir/

The Commissioners of the Navy desire that you will provide a Sufficient Number of Potts for to Cook provisions in for the Troops now going to Georgia say about 300 Men

Edward Blake first Commissr

Febry. 26th 1777 –

A Letter to Capt John Copithorn

Capt. John Copithorn Sir

The Schooner Employd to bring the Detachments from Sullivans Island is not Sufficiently found with stores &c. to proceed to Georgia,

you are therefore Directed to Take the Schooner that lays at Ropers wharf in the Room of her and Discharge from the Service

Edward Blake first Commissr

Febry. 27th 1777 –

*Order of the Privy Council.*

*That Mercier's Vessel* be fitted for War under the *direction* of the Commissioners of the Navy and that *Mercier* be appointed Captain, if he chuses to Accept the Commission --

The foregoing Letters of the under mentioned dates & directions was wrote by, and sent by the first Commissr and approved off by the Board this Evening

1. Salley, ed., *South Carolina Navy Board*, 39–47.

2. Captain Cochran had just returned from a voyage to France in the *Notre Dame*.

*South-Carolina and American General Gazette*, THURSDAY,  
FEBRUARY 27, 1777

Charlestown, February 27.

Since our last two more Prizes, a Ship and a Snow both from Honduras with Mahogany and Logwood, have been sent in by Capt. [Edward] Allen <sup>1</sup>

The Commissioners of the Navy will give Twelve Pounds per hundred Pound Weight of neat merchantable Hemp, for any Quantity that may be delivered to them in Charlestown within three Months from this Date.

1. Commander of the South Carolina state brig *Comet*.

**28 Feb.**

RECEIPTS FOR ADVANCE PAY, MASSACHUSETTS BRIG *Sally* <sup>1</sup>

Newbury port Febry 24. 1777

Received of Jacob Boardman Six pounds each for one Months Advance Wages on Board the Briggt *Sally* Salvenus Lowell Master bound for the West Indies and back to this port again

Ebenezer Herons  
Nathl Peaslee Cogswell  
John X Robinson his Mark  
John X Goodwell his mark  
Joseph Babson

Febry 26 shipt

Received of Jacob Boardman Seven pounds ten Shillings for one Months Advance Wages on Board the Briggs *Sally* Salvenus Lowell Master bound for the West Indies  
John Badger

Received of Jacob Boardman Nine pounds for one Months Advance Wages on Board the Brigg *Sally* Salvenus Lowell Master bound for the West Indies and back to this port

Ephraim Messarey  
Received of Jacob Boardman four pounds ten Shillings for one Months Advance Wages on Board the Brigg *Sally* Salvenus Lowell Master bound for the West Indies  
Willm Bowler



Newbury port Februy 28, 1777

Received of Jacob Boardman Three pounds for one Months Advance Wages on  
Board the Brigg *Sally* Salvenus Lowell Master bound for the West Indies

Devent X Salt  
Mark

1. Mass. Arch., vol. 157, 37.

CAPTAIN JOHN PAUL JONES TO COMMODORE ESEK HOPKINS <sup>1</sup>

Hond Sir

Boston Feby 28th 1777 –

I have waited patiently for your Answer to my letters of 19th & 20th Current which I understand you duly received – Your Silence on such an Occasion is Altogether a Mystery to me – If the Marine Board have not thought fit to communicate to You the plans which they have been pleased to give me in Charge, You cannot Surely take Offence at my Secrecy – nor Blame me for not betraying my trust. – My Honor, my Duty binds me to Secrecy as to the Business or Destination. – It is only necessary for me to inform you, as I have already done, That I am Appointed by a letter from the Honorable the Vice President of the Marine Board, dated the 5th Current to take command of the *Alfred*, *Columbus*, *Cabot*, *Ham[p]den* & Sloop *Providence* and to call on you for every possible Assistance within your power to enable me to proceed forthwith on A Private Enterprize of the Greatest Importance to America – [illegible] the letter [illegible] hath the Sanction and full Authority of Congress – it is Written in their Name. – therefore Sir, I repeat my Application, and demand Your Ready and immediate concurrence with me in the Outfit. – it is in Vain for you to Affect to disbelieve my Appointment. – I should have App[ea]red Personally at Providence had you Justified my conduct in Obeying your express Orders instead of leaving me, as you have done, in the Lurch – I co[uld] then have convinced you of its being your indispensable duty to give me every possible Assistance. – When I placed a confidence in you I did not think you capable of Prevarication – I then, when you needed Friends, gave you the most convincing proof of My Sincerity – this you must remember. –

I have Asked Captain Saltonstall how he could in the beginning Suspect me, as you have told me, of being unfriendly to America. – he Seemed Astonished at the Question And told me that it was Yourself who first promoted it.

However waving every thing of a private nature the best way is to co-operate chearfully together that the public Service may be forwarded and that Scorn may Yet forbear to point her Finger at a Fleet under Your Command. – I am earnest in desiring to do every thing with Good nature – therefore to remove your doubts, if you have any, I send this by express to inform you that I will meet you at Pawtucket or at any other place on as early a day as You please to Appoint and will then produce Credentials to your Satisfaction – in the meantime it is your Duty to prevent the departure of the *Cabot* or any other Vessel of the Squadron – I am Astonished to heare that you have Ordered the *Hamden* out, without desiring an explanation After you received my last letters. – My Appointment was Unsolicited And Unexpected – And it must be Owing to the Hurry of Bussiness that You have received no Similar Orders. – I wait impatiently for Your Answer and Am Hond Sir [&c.]

J.P.J.

N.B. I have sent by the Bearer the Coat which you desired likewise one for Mr Brown – If I can render you any Service here in procuring other articles acquaint me with the particulars and my best endeavours shall not be wanting.  
[Endorsed by Jones] No 20 Boston Feby 28th 1777 Copy of a letter to Commadore Hopkins – at Providence. ~

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 119–21, NA.

#### PETITION OF ALEXANDER ROSE TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

To the Honourable the Council of the State of Massachuset's Bay  
The humble Petition of Alexander Rose of South Carolina sheweth,

That your petitioner, being induced by the great scarcity of shipping in South Carolina; whereby the trade of that Country has of late suffered very considerably, has undertaken a long & expensive Journey, to purchase Vessels for the purpose of forwarding in some measure the exportation of the Staple Commodities of that state, and the importation of such articles as are essential to its comfort and wellbeing.

That he has accordingly made purchase of ten small vessels in this state and is in treaty for some others, but finds that, by one of its late acts, he is prevented from sending them off, without permission first had & obtain'd from your Honourable Board.

Your petitioner therefore prays that Your Honours will grant him this permission to send his vessels either directly to South Carolina or by way of the French Islands or of the Island of Bermuda for Salt; & also to carry such cargos as will answer at those respective Markets by that means easing your petitioner of the expence & hazard incurred by their detention here, and contributing at the same time to the speedy relief of the necessities of a Sister State –

And your petitioner, as in duty bound, shall ever pray &c &c

Boston Feby 28. 1777.

Alex: Rose

N B: Two of the vessels are intended for the Islands with Lumber, the others directly for South Carolina with about Twenty hogsheads of sugar and Three pipes of Madeira wine.

The Schooner *John* of about 60 Tons

And the Schooner *Lucy* of the same tonnage to go by way of the Islands – The others to go to South Carolina in Ballast together with the articles Mentioned on the other side.

[Endorsed] In Council Feb. 28th 1777 read and ordered that the Prayer of the above Petition be granted –

1. Mass. Arch., vol. 166, 307–08.

#### PAROLE OF EDWARD SOUTHOUSE, PASSENGER ON BOARD PRIZE SHIP *Mellish* <sup>1</sup>

State of Massachusetts Bay

Council Chamber [Boston] Feby 28t 1777

I Edward Southouse being on a Passage from London to Quebec was made Prisoner by the Ship *Alfred*, John Jones Commander and brought into Boston –

And whereas the Council have at my Request permitted me together with my Family to depart from this State to Halifax in the Cartel Vessel now at Marble-

head giving my Parole and engaging to do all in my Power to procure the Liberation of two [illegible] Persons detained as Prisoners either at Halifax New York or Quebec of equal Rank with myself & male servant belonging to this State or return personally with my Servant within the Term of twelve Months from the above Date – And that I will not directly or indirectly give any Intelligence whatever to the Enemies of the united States, or do or say any thing in Opposition to or in Prejudice of the Measures & proceedings of any Congress or Assemblies for the Said States during the present Troubles, or until I am duly exchanged

Edw<sup>d</sup> Southouse

Signed in Presence of Jn<sup>o</sup> Avery

1. Mass. Arch., vol. 8, 234.

DANIEL TILLINGHAST TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir Providence 28th Feb 1777

Your favor of 19th Inst came Duly to hand Inclosed in wch were several Accounts of Seamen & Marines belonging to the *Alfred*, some of wch I have settled & pd the Ballances as I shall likewise the remainder on their application. –

I have now to acquaint you that the Captns Saltonstall & Whipple have attach'd the *Cabot* & Sloop *Providences* Prize Money in my hands (in consequence of their Officers, & men not standing to the agreement made in addition to the Articles) by serving me with an attested Copy of Writ's again[s]t Jno P Jones Esqr & E Hinman Esq. I wish the matter could quickly be bro't to a Settlement & the Money taken from my Hands as you must know it is at present entirely at my Risk, the same being in my Care. – Notice you will soon forward me a list of the Persons entituled to Prize Money from Sloop *Providence*, must beg you'll be as explicit as possible in pointing out what Choirs the Officers Share in. – I am Sir [&c.]

Dan<sup>l</sup> Tillinghast Agent

[Endorsed by Jones] Providence 28 Feby 1777. letter from Danl Tillinghast Agent for Prizes.

1. Papers of John Paul Jones, 6554, LC.

OWNERS' BOND FOR THE RHODE ISLAND SLOOP *Dove* <sup>1</sup>

Know all Men by these Presents that I John Brown of Providence in the County of Providence in the State of Rhode Island and Providence Plantations Merchant am held and firmly bound unto Joseph Clarke Esquire General Treasurer of said State in the Sum of Two Thousand Pounds Lawful Money to be paid unto the said Joseph Clarke in his said Capacity or to his Successors in said Office for the Use of said State. To which Payment well and truly to be made I bind myself my Heirs Executors and Administrators firmly by these Presents. Sealed with my Seal. Dated the Twenty-Eighth Day of February in the year of Our Lord One Thousand Seven Hundred and Seventy-seven.

Whereas Master of the Sloop *Dove* owned by the said John Brown, is permitted by a Resolve of the Council of War of this State to proceed with said Sloop and her Cargo to Philadelphia in the State of Pennsylvania: Now





any Officer of the Fleet that I am acquainted with and Necessity will Oblige me to wait for your further Orders respecting the Expedition you have Order'd – and as Six Week's time will be soon enough for the *Alfred*, I have thought best to let Captn Olney Cruise for Six Weeks to prevent his Men from deserting – Inclosed you have a Copy of my Letter to him for that purpose – I am with great Respect Sir [&c.]

E H –

To the Honble Robert Morris Esqr Vice Presidt of  
the Marine Committee at Philada or Baltimore

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Onboard the *Warren* between Newport and  
Gentlemen – Providence February 28th 1777 –

I receiv'd yours of the 21st Jany the 20th instant and Shall endeavour to follow your Instructions as near as possible – My Last to you was by Captn [Matthew] Parke of the 14th instt with a Copy of my orders to Mr [Ezekiel] Burroughs of the *Hamden* and Captn [Joseph] Olney of the *Cabot* – I have had a request from General [Joseph] Spencer to assist him in an Attack on the Enemy at Rhode Island, and I expect soon to take onboard the *Warren* and Ship and Sloop *Providence* Marines from the Army for that Service, as I think it the best use I can put those Vessels to in their present Circumstances – The *Columbus* has not more than about twenty men, including officers onboard – as to the old Men they have been all paid off, I believe to Satisfaction from the *Columbus*, *Cabot* and Sloop *Providence*, and Captn Jones had the same Orders to pay the *Alfreds* men off and Orders on Agent Bradford for Money to do it, but I am sorry to say that I have had Several Complaints both from the Officers and Men, that he Refused to pay Some of them without they would first make him their Agent, and Sign Articles to go with him another Year – Inclosed you have a Copy of my Letter to him on that Subject of the 11th instt which I hope has had the desired Effect – the *Columbus's* people are paid their Prize Money, all except the New Providence affair which is not yet Settled, nor Can't be untill the Agents receive a List of Captn [William] Hallock of the *Wasp's* Crew, who are Intitled to part of it –

Captn Hinman and the Crew of the *Cabot* have appointed a Separate Agent and neglects giving in to the Continental Agents a List of his men however I believe that matter could be got over, but Captains Whipple and Saltonstall have Attach'd the Prize Money in all the Agents hands under a pretence of the Agreement I mention'd to you in my last, and I believe Agent Bradford has not yet Received the Money from the Clothing,<sup>2</sup> and when he does I make no doubt but he will pay it – if he gets a return of the Men who are Intitled to it – a Copy of my Letter of the 11th instant to him you have Inclosed, also Copy of a Letter from the honble Robert Morris, which I receiv'd this day and likewise my Answer – and on the whole I think it not possible to put the Expedition on

foot at present, therefore must beg for your further Instructions in that matter. Captain Jones has displeased the Officers and Men so much in Respect to paying their Wages and Prize Money, that it will be a great deal more difficult to mann Vessels under his Command, than under any other Officer in the Navy that I am acquainted with – and it will not be likely that the *Columbus* and Sloop *Providence* can be mann'd here, while the Harbour is block'd up – and when that is got over See no prospect of getting them out while the Enemys Ships keep at the mouth of this river – and as I wrote you in my Last the *Alfred* was Repairing, and by advice from Captn Hinman She will not be ready in less than Six weeks or two months, I flatter myself that I may Receive your further Orders before the Vessels can be ready – What concerns me most is whether I should Stop the *Cabot* who met with some damage in a Gale of wind and had not Sail'd yesterday – but think should She be order'd to Stop while the other Vessels is ready, would loose most if not all her Hands – and on the whole think it will be best to write Captn Olney to be back to Boston in six weeks. Inclosed you have a Copy of my Letter to Cap Olney for that purpose – I am with great Respect Gentl [&c.]

E H –

1. Hopkins Letter Book, RIHS.

2. Clothing from the prize ship *Mellish*, sold by Bradford for Army use.

COMMODORE SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE<sup>1</sup>

Sir

Chatham Rhode-Island 28th Feby 1777

The Captain of the *Amazon* had leave to Negotiate an Exchange of Prisoners on equal terms. – I have an Account of an Armed Schooner which was taken by the *Amazon*, but none of any Trading Schooner. – Mr Trumbull must have mistaken the matter for had Mr Andrew Palmer been Master of a Trader, he would have been exchanged with the others, because no Masters of Merchant Vessels are considered as having any Rank. –<sup>2</sup>

If the Schooner which Mr Palmer commanded was Armed, he may remain on his Parole 'til a proper exchange is made for him, but if she was a Trader he is released from his Parole, and an Allowance may be made for Him in our account current. I am with due Respect Sir [&c.]

P: Parker

1. In Letters, vol. 10, 24, R. I. Arch.

2. Captain Andrew Palmer of the Connecticut privateer schooner *Fortune* taken February 3 by H. M. S. *Amazon* and sent into New York.

“AN ACT TO EMPOWER THE MARSHAL OF THE COURT OF ADMIRALTY TO SECURE AND SELL THE PRIZE VESSEL OR BRIGANTINE *Defiance* LATELY TAKEN BY THE MILITIA OF THIS STATE.”<sup>1</sup>

Whereas Colonel Richard Somers, by his Petition hath set forth, That he the said Richard Somers, with a Detachment of the Militia of this State, was stationed at Great-Egg-Harbour as a Guard to the Sea-Coast, and to protect the Inhabitants thereof against the Depredations of the Enemy; and that during

his Continuance in that Station, he, with the said Detachment, and sundry others of the Inhabitants, did man and arm certain Boats, and therewith took a certain Brigantine or Vessel called the *Defiance*, supposed to belong to the King of Great-Britain, or some of the Subjects of the said King; and that as a Court cannot conveniently be held at this Time wherein to proceed against the said Vessel and her Cargo, no Trial or Condemnation thereof can be speedily had, by Reason whereof the same are suffering, and likely to be greatly wasted;

Sect. 1. Be it therefore Enacted by the Council and General Assembly of this State, and it is hereby Enacted by the Authority of the same, That it shall and may be lawful for the Marshal of the Court of Admiralty to take into his Care and Custody the said Vessel and Cargo, and, after giving due and publick Notice of the Time and Place of Sale, to sell and dispose of the same to the best Advantage, and to collect and receive the Monies thence arising, in the same Manner that he might or could do if the said Vessel and Cargo had been legally condemned in the said Court, and a Sale had been awarded by the Judge thereof.

2. And it is further Enacted, That the said Monies arising from the Sale of the said Vessel and Cargo shall be liable to the like Decree, Distribution and Order of the Court of Admiralty, when the same shall be fully established, as if the Sale hereby ordered and directly had not been made.

Passed at Haddonfield, February 28, 1777.

1. *Acts of the General Assembly of the State of New-Jersey, at a Session begun at Princeton on the 27th Day of August 1776, and by Adjournment. To which is prefixed, the Constitution of the State (Burlington, 1777).*

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

[Philadelphia] Navy Board, 28th Feb'y, 1777.

Tittermary (Rope maker) is engaged to make all the Rope he can for this Board, and deliver rigging as fast as possible, until he is told to stop.

The Ships *Sam* and *King George* <sup>2</sup> being advertised for sale this evening at the London Coffee House, they are, in the opinion of this Board, proper vessels for Fire Ships; therefore,

Resolved, That Paul Cox shall bid for both these Ships, and purchase them for that use.

Resolved, That all Galleys, Gondolos, Batteries & Boats of every sort, shall be painted Black and Yellow, and no other Colours allowed.

1. *Pennsylvania Archives*, 2nd series, I, 86.

2. Prizes of the Continental sloop *Independence* and Pennsylvania privateer brig *General Montgomery* respectively.

#### JOURNAL OF THE MARYLAND COUNCIL OF SAFETY <sup>1</sup>

[Annapolis] Friday February 28th 1777

Commission Issued to Abraham Gormon appointed first Lieutenant of the Row Galley called the *Conqueror*—

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE CONTINENTAL BRIG *Lexington*, CAPTAIN HENRY JOHNSON <sup>1</sup>

Remarks on bord of the brig *Lexington* feb the 26th 1777  
 this 24 hours Moderate And fair A[t] 8 A m the Pilot Came  
 on bord and took Charge of the brig to Carry her down  
 A 9 the Capt & Leutenants Came on bord Got under weigh  
 in Comp with Comodore [James] Nicholson and Several  
 Marchentmen

February the 27 1777 the first part of this 24 Hours the wind flatring a 9 p m Came  
 too off Anopelus in 8 fathom water the Pilot and first Leaute-  
 nant Went on Shore the wind Came more fresh and favour  
 Able fired A Gun for them to Cum on bord Set our Lower  
 and top mast riging up fore and Aft Single reef the TSLs and  
 hove Short the Pilot Came on bord Got under weigh at 3  
 P m the wind freshning A 4 P m Close reef the Topsails the  
 Pilot bote Carryed Away her fore mast hove too for her to  
 Cum up took her in too

Feb the 28 1777 this 24 Hours fresh breezes And Clear weather A 8 Saw Cape  
 henry A 9 the Pilot Left us we made Sail And Stood out  
 Saw A Ship Standing in Spoke Her the Ship was from bed-  
 ford bound to A Nopelus Nothing More Meterial

1. PRO, HCA 30/733 (11). A fragment of this journal is extant.

PURDIE'S *Virginia Gazette*, SUPPLEMENT, FRIDAY, FEBRUARY 28, 1777

Williamsburg, Feb. 28.

By a gentleman from the Northward, we learn that a number of vessels had arrived in the Delaware with a large quantity of salt, clothing for the army, and dry goods of all kinds; and we are also told, that at Charlestown there were upwards of 30 sail of vessels lying, from different ports, which had stocked the market there so plentifully with European goods, that all kinds sold full as cheap as before the war broke out.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, FEBRUARY 28, 1777

This is to certify to all whom it may concern, that I was taken in the Ship *Jane* of London, from the Island of Tortola to London, by the armed Brig *Liberty*, Thomas Lilly, belonging to the Commonwealth of Virginia, and that myself, Officers, and Seamen, were treated well, and served with Provision and Rum the same as the said Brigs Crew; and that, soon after our Arrival in Virginia, at the Brig's Port, we all had our Chests, Beds, Books, Instruments and Cash, delivered to us, mine only excepted, which was detained, I believe, to search for Letters or Papers that might be prejudicial to the Commonwealth aforesaid; that after my Chest, Trunks, &c. were looked over, every Thing was delivered to me except some Packets of Letters, which the said Lilly thought he was in Honour bound to the Cause he had entered into to show to the Governor and Council; after their Perusal, they were delivered likewise. I also Certify, that we all were



paid our full Wages from the Time of Entry to the Time the Ship was discharged, as per my Ship's Articles.

David Wallace.

Test, Stephen Mitchell,  
Thomas Christie.

Received likewise as follows, a Trunk and Bandbox containing a Lady's wearing Apparel, Jewels, &c. two Bracelets set in Gold, and set round with Diamonds, of an oval Shape, one the miniature Picture of the Commandant of St. Croix, the other I believe his Cypher. Likewise two Watches, one Puncheon and a forty Gallon Cask of Rum, six Dozen of Wine, a Chest of Clothes that belonged to my Mate, who died in the Island of Tortola: These Clothes I sold to the said Thomas Lilly, of my own free Will and Accord, and received of him the Amount, viz. 51 l. 3s.

David Wallace.

Test, Stephen Mitchell,  
Thomas Christie.

#### DIARY OF DR. JAMES HUTCHINSON <sup>1</sup>

[On board the Ship *Sally*]

28th [February, 1777]: Bread becomes scarcer and we are obliged to lessen our allowance; it was on the 29th of January the first allowance was weighed out, to the sailors to 10 p week, to the cabin passengers and officers, to 7; on the next week the sailors were reduced to seven pounds, the passengers and officers to 4; the third week the sailors and passengers fared alike, and the quantity was reduced to three pounds p week; at present we are under the necessity of decreasing the allowance to four ounces of bread p day, old and wormeaten; our good beef is all expended, we have a little remaining but this is much tainted, very offensive, and full of worms; two days out of seven we have pork, a little being still left, the other five days beef, but the quantity of this is so small, that the sailors always eat it raw, lest it should be diminished by boiling. This day we spoke a Boston schooner out seven weeks from Hispaniola, she could afford us no supplies.

1. Miscellaneous Manuscript Collection, APS.

#### LIEUTENANT WILLIAM YOUNG R.N. TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Sir

Some time in January 1776, being in His Majesty's Ship *Pomona*, then under my command, between the Islands of Guadaloupe and Mariegalante, I saw a ship standing in from sea toward the harbour of Point a pitre in Guadaloupe and, having your order to examine all ships and vessels I should meet with, I made sail intending to have got between her and the harbour, that I might speak with her as she passed; but finding from her distance that there was a great probability of her passing a head of us, and of our not being able to stop her, I ordered a shot to be fired, to bring her too, which instead of almost touching the yards of the *Hercules* in its passage, as the Master of her has represented, fell at least three ships lengths a head of her: When I came within

hail of the *Hercules* I was surprized at being addressed by the Master of her in very uncivil language mixed with threats of what he would have done, if his ship had been of sufficient force; but as I then saw a number of Officers in French Regimentals on board, and was convinced of her being a french vessel, I expressed myself sorry for having detained them & left them to proceed on their voyage. On my going into the Road of Basseterre a few days after, the Governor of Guadaloupe told me that having received information, from the passengers on board the *Hercules*, one of which was Major General of Martinique, of the very disrespectfull behaviour of the Master of her to me, he had ordered him into confinement, where he then was, and that if I wished it he would send him to prison and punish him very severely; I then entreated the Governor to remit whatever punishment he meant to inflict on him, & to release him yet so very much was the Governor incensed at the impropriety of his conduct as represented by the officers who were present, that it was not 'till after I had waited on him three times to interceed for the Master of the *Hercules*, that the Governor consented to his being released on making proper appologies to me for his behaviour.

Will<sup>m</sup> Young

Antigua Feby 28th 1777.

1. PRO, Admiralty 1/309.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE <sup>1</sup>

Febry 1777

Moor'd in Prince Ruperts Bay [Dominica]

Friday 28th

AM Employed clearing the after hold & gettg the Iron Ballast out of the fore peek & stowing it in the after hold.

Boats & People empd woodg & Waterg Detained a Schooner On Suspicion of her carrying on a trade with the rebels, Sent a Midshipman & 6 Men on board to take charge of her.<sup>2</sup>

1. PRO, Admiralty 51/157.

2. Schooner *Ranger*, William Davies, master, from St. Lucia, in ballast, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

WILLIAM BINGHAM TO SILAS DEANE <sup>1</sup>

[Extract]

St Pierre Martinique February 28th 1777

I have lately received two thousand Barrels or One Hundred Tons of Powder, from Monsr Diant, which was shipped from Nantz to his Address; – but he had no particular Orders to deliver it to me – The Freight upon this Article is very extravagant, being more than double the Proportion of what I lately paid, for a considerable Quantity that came from Bordeaux; – It amounted to no less than Livres 37500 – The Addressing it to the Care of a Merchant in this Place, Saddled it with a Commission of 2½ P%, merely for the Receiving & delivering the Bills of Lading; – I have shipped the greatest part of it already for the different States, as I was convinced it would run but a Small Risk at present, in Comparison to what it would, at a more advanced Season of the Year –

As every thing that regards the Situation & Interest of America naturally claims your particular Attention, & especially what concerns a commercial Connexion with France, I must beg leave to address to you a few thoughts on that interesting Subject – It would certainly be to the mutual Interest of both Countries to encourage a Reciprocal Intercourse & Exchange of Commodities in the Mercantile Line; – To enjoy the good Effects of this desirable Scheme, we should have the Ports of France open to our Vessels, & a free Admission & Sale of all our Produce; – this has not been the Case here; – Flour, a principal Branch of our Exports, has been exempted for Some Months past from a free & open Sale, & we have not been permitted to land it; – & the only Reason is, that it will injure & interfere with the French Merchants in the sale of this Article – I could not imagine that so narrow a Consideration could enter into the Minds of Men in Government, when Matters of so liberal, so extensive, & So important a Nature Should have claimed their Attention – This Prohibition has greatly damped the Spirit of American Speculation – I find that the Government have no Orders in regard to their extending any Indulgence to the American Commerce; – whereas, I am confident from the Disposition of the French Court, that this could easily be obtained; – The local Situation of this Island points it out to the Americans as an Asylum from Danger, & as a Market for their Produce; – If we could have liberty to bring in our Prizes here, & dispose of perishable Commodities, or those that would not suit the American Market, it would be a Matter of very Serious & beneficial Consequence to the Americans –

If France will but profit by the present situation of Affairs, She may become the most powerfull Kingdom on the Globe, & the encouraging, protecting, & favoring the American Commerce, is the first Step towards it – We shall then no longer See that haughty domineering Power, Britain, circumscribed within the narrow Limits of a small Island, with hardly Six Millions of Inhabitants, attempt to assume that first Place amongst the Powers of Europe, & impose Slavery & Dominion upon three Millions of People in America; – Her Pretensions to this Degree of Grandeur & Dignity arose from her Trade & Manufactures; – When the Cause ceases, the Effect must of course – Cut off those valuable Resources, & She sinks into Insignificance; whilst France to whom they are transfer'd, will arise proportionably in Importance.

The English Vessels that I mentioned to you in my Last, were Seized by Order of Government, have been Since released, upon the Admiral's issuing a Proclamation, forbidding the Arming of Privateers without Commissions. . . .





## APPENDICES



# APPENDIX A

## ACCOUNT BOOK OF JOHN MANLEY, DEPUTY CONTINENTAL AGENT AT NEWPORT <sup>1</sup>

[Extract]

[Until the British occupation in December 1776, Newport harbor was extensively used by vessels of the Continental Navy. There John Manley (not to be confused with the Naval captain of the same name) had the responsibility for refitting them. His 1776 account book, which includes the *Alfred*, *Cabot*, *Columbus*, *Hampden*, sloop *Providence* and the new Rhode Island-built frigates *Warren* and *Providence*, is a highly informative document. Manley's accounts with *Alfred* and *Warren* have been extracted to form this appendix. They are illustrative of the wide range of services rendered to the ships by the Deputy Continental Agent.]

1776		Ship <i>Warren</i>	Dr
Novr	14	To Standfast Wyat Carting a Cable to Brindleys	..6.-
		To Brindley for amount of his bill put on board this day from Block Island	
		77 Cheeses 991 lb	..-.-
		To cash pd Carting oat meal & Slops to the point	..3.-
	19	To Wm Langley his bill for boards	£2..0..4
		Jacob Richardson Do 11 for John Truman	17..6
		Do a Second bill 4/7½ Carpenter	2,17.10
			4..7½
	20	To Cash pd Jeremiah Coleman Sailor	£2..8.-
		To Do John Kelley a Mareen advance wages	2..-.-
		6 Scains Twine from the Store that was sent for <i>Collumbuss</i> dld Gunner }	4..8.-
			- - -
		To Cash pd for 2 oz Borax at 5/	10.-
		To Do paid for making a White flag & pendant	1..-.-
	21	To Barth Burke for 2 ps Linnen for Signal Colours	11.12..6
	22	To Cash pd for 20 lb of Mutton @ 4d for Cabbin	6..8
		To Do to Newport the Negro for a Chest Lock	5.-
		To Peter Philips 12 fine Twine to make up small arm Cartridges & Deld to Mr Brewer the Gunner }	2..2.-
	23	To Wm Langley his second bill	£2.11.10
		To Saml Bows Do	16.-
		To Self 1 pr polished Steel Snuffers 6-	} 4..4.10
		" 1 Large spring bell 9-	
		" 2 Brass bell pulleys 2-	
		To Stephen Ayrault his bill	11..3½
		To Cash paid for 2 lb Mop yarn dld the Gunner	6.-
	24	To Caleb Green for 4 Cord wood @ 32/	£6..8.-
		" Cordage Wharfrage 1/ p Cord	4.-

		Ship <i>Warren</i>	Dr
1776			
[Novr]	25	To 20 bushells of Sand 12/0 T:	9..-
		To Cash pd Newport Commodors Waiter	9..-
		1 pr shoes	13..-
	27	To Do $\frac{1}{4}$ Mutton 11 lb @ 4 d	13..-
		To Thos Arnold for 36 old Pewter &c 14d/ $\frac{1}{2}$	3..8
		To Cash pd Southwick for 4 qr of paper for	2..3..2 $\frac{1}{2}$
		small arm Cartridges }	3..-
		To 4 bolts Russia Duck from my house	—
		To Gidcon Sisson his bill for stores	15..4..9
		To Benjn Stevens 5 $\frac{1}{2}$ Cord wood @ 30/	8..5..-
		Cordage of Do.	2..6
	29	To 46 $\frac{1}{4}$ yds of flannell @ 5/d I pd Cash for	11.12..6
Decemr	2	To Cash 2 bbls Philadelphia flour	
		No 13. 2.0. 5 Nt } @ 33/	6.15..6
		No 25. 2.0.17 }	
		Carting of Ditto	1..-
	Do	To Breakfasts of 10 Men that come a schooner . . }	10..-
		was Detain'd by a Violent Wind	
		at Mrs Battys p order of Saml Shaw Midshipman	
		Do of 8 men p order of the Commodore	18..-
		that on shore & could not get on board	
	3	James Christian his bill for Cabbin stores	9.17..3
		Cash pd for 1 Sausepan 13/6 1 Ladle 2/	15..6
		dld James Brewer Gunner }	
		To Edwd Perry Butcher his bill	27.17..7 $\frac{3}{4}$
		to Decemr 3d }	
		Carried over	
		To amount brought Over	Dr
Deer	4	To Humpfrys a Muster Dead belong'g	
		on board said Ship	
		pd Constant Bailey for a Coffin for him	18-
		Do Geo: English for digging a Grave	6-
		Do for 2 men to go up to the hospital	6-
		and put him in his Coffin }	
		Do hire of a Carriage to bring him	4-
		from Hospital to the Grave Cash vizt }	
			1.14..-
	6	To 3 ps Flannell 123 $\frac{1}{4}$ yds @ 5/ I pd for	30.16..3
		2 New Hammocks belonging to Tents	- - -
		4 bbls Flour Neat 8.0.16 @ 33/	13..8..7
		Carting of Do @ 6d p bbl	2..-
		1 spare Calf Skin Drum head	12..-
		To Standfast Wyat Carting Cordage &c	7..-
		" Job Cornell 1 New Drum	2..8..-
		" John Goddard for his ferry boat Carryg }	
		off Wood & provisions to the Ship }	
		To 2 hlds White beans 25 bushells	
		@ 7/6	9..7..6
		2 hlds for Do & Carting @ 6/6	13..-
	10	To Edwd Murfee amount of his bill	17.19..3
Do		To Joseph Martin blockmaker Do	3.11..-
		To Edwd Perry amount of his bill from Deer 3 to	
		the 8th Instant, 1148 lb being sent to her to	
		be Divided among the Fleet they laying up	15.10.11
		the river }	
Drawn off to here		£216..9.11 $\frac{1}{2}$	



		Ship <i>Alfred</i>	Dr
1776			
Sepr	16	To 1 new Ledger dld the Clerk of the Ship	1..7..4
		“ 2 qrs paper; 1 box Wafers, 2 papers Ink }	11..4
		powder & ½ hundred Quills }	
		“ Cash pd Peleg Hoxsie 41½ gall W 1 Rum @ 7/	14.10..6
		To portorage of Do	..9
	17	To 16 lb oak ham 4d gravig to Caulk her ports	5..4
		“ John Simpson a Carpenter his bill	2..8..-
		“ James Taylor Use of his hadg block	8..-
Octr	23	To John Tracy his 2 bills	12..2..8½
		“ Smith & Willson bakers their bills	6.15..6
		Cash pd for sundrys Vizt	
		To 4 Cord wood @ 24/	4.16..-
		24¾ Tallow to finish Graving	16..6
		30 hoops to Trim provisions	5..-
		4 bushells Salt to Repack provisions	1..4..-
		124¾ lb butter @ 1/	6..4..9
		6 Scrubing brushes 2/	12..-
		Sawg & Spliting 2 Cord wood }	6..6
		from Mr Philips }	
		Trucking Spare yarn in providence	1..-
		2 Geese for the Cabbin	4..6
		Rang leaden Weights for Steward	1..6
		7 Quire paper for use of Ship	19..3
		1-5 quire Journal for Do	15..-
		4 Empty dry hhds to Stow }	18..-
		pottatoes in }	
		1 pr Joynt Steel Compasses	8..-
		1 doz Knives & forks for Cabbin	10..-
		4 Earthen plates	3..-
		5 lb 6d nails for the Cooper	6..-
		197 lb Cheese dld the Steward @ 8d	6.11..4
		5 house brooms	3..9
		71 bushells of pottatoes for stores }	4..5..2½
		@ 4½d }	
		10 bushells of Turnops for Do	1..-..-
		1 new Pendant 44 feet Long	1.16..-
		52 bunches Onions @ 8/0 T for stores	16..3
		14 bushells do 3/9 for do	2.12..6
		for so much paid for Garden stuff }	1..4..6
		During Refiting }	
			37..0..6½
		Carried up	75.10..-
1776			Dr
		To amount brought up	75.10..-
		To Standfast Wyatt his bill for sunds	3..1..3
		To Edward Murfee 1 Chafing Dish for Cabbin	18..-
		“ Jacob Richardson his 2 bills	2..1..-
		“ Saml Yeates his bill for white Lead	8..5..5
		“ John Goddard his 2 bills	3..2..3
		“ Thos Stevens Razor grinder	7..9½
		“ Richmd Sisson his bill for beef	1.10..3½
		“ Joseph Hammond his bill	5..-
		“ Lewis Buliod making up 1-2-15 Cordage @ 26/	2..2..9
		“ Benj Sherman 36 lb Spun Yarn @ 1/	1.16..-
Octr	23	Edwd Perry his bill to this day	41.16..0½
		Do a Second bill to 30th Octr 1942 lb	26..3..5½
			67.19..6
		Peter Philips 2 cord wood @ 24/	2..8..-
		3 qrs beef 249 lb @ 24/	2.19..9
			5..7..9

		Ship <i>Alfred</i>	Dr
1776			
[Octr	23]	Jonathan Marsh his bill for Candles }	
		Cash pd sunds Vizt 5 boxes &c }	5..2..8
		3 gals wine for the sick @ overlands	9..-
		1 lb Raisins 1/ Nutmegs 1/	2..-
		Saml Young During refiting	8..9
		Jeffers a fishermon	8..6
		Swan a fishermon	1.10..2 <sup>3</sup> / <sub>4</sub>
		Bentley do 21 lb @ 2d	3..6
		Taylor 8	1..4
		Joseph Donham 50 @ 2d	8..4
		paid a Churgeon for onc Dressing Robt }	
		Shillingfords hand }	4..-
		Cash paid Seamens Wages p order as p List }	
		render'd & the Orders from Commo }	301..6..7
		Do For Labour hire During Refiting p List	63.17..6
		Joseph Gardner his bill for filing Water	1..1..8
29.		To 1 lb Tea 12/ 1 lb blk peper 8/	1..-..-
		2 wash hand Basons for Cabbin @ 3/6	7..-
		Pott Herbs for Stores 6/ Mustard 3/	9..-
		Cash paid Thomas Peiree the pass- }	10..-
		age of 5 Men from Providence }	
		Carried up	2..6..-
			[Blank]
1776			Dr
Octo		To amount brought Over	[Blank]
		To Robert Lillibrige his bill of Expence }	
		for Edmd Arrowsmith inlisting men }	17..6
		John Brown for part of his Careng Stall }	
		which was stranded heavg out 1..1..9 }	---
		John Overland, Boarding & Nursing Sick }	
		men at his house belonging to the <i>Alfred</i> }	Charged underneath
		Doctor Wignoron for his Attendance of them	— — —
		William Redwood for use of his Wharf and }	— — —
		Stores during her refiting }	
		Cash pd for 100 Dutch Quill for Ship Use	10..-
		Abraham Case his bill for 2 Sick men which }	
		was left behind when She saild the 1st }	4.16..-
		day of Novcmr to the 27th }	
Nov.	12	To James Thomas gunner pd him	9..-..-
		To George House paid him	18..-..-
	22	To. Jonatn Lewis, pilate paid his Wife	2.18
		To. John Overland his Bill for Boarding & }	
		Nursing of 7 Sick men }	14..2.11
	29	To Thos Conner, a scamon 16 Dolls }	
		at his return in a prise }	4.16..-
	30	To Walter Spooner Mastr sd Ship 8 dollrs Do	2..8..-
Decemr	1	To Do Ditto paid him 2 dolls more 2 do	12..-
	6	To Cash pd Wm Carrol for Saml Waggs board }	
		being sick when he came from Bedford }	14..4
		with Spooner Who was Prize Master of }	
		the Brig the <i>Alfred</i> sent in }	
Drawn off to here		618.16.11 <sup>3</sup> / <sub>4</sub> —	

## APPENDIX B

### PAYROLL OF THE GONDOLA *Philadelphia* 16 OCTOBER 1776 <sup>1</sup>

[The *Philadelphia*, a gondola in General Benedict Arnold's small squadron on Lake Champlain, was sunk in the Battle of Valcour Island, 11 October 1776.

Captain Benjamin Rue, 1st Regiment of Pennsylvania Line, commanded the gondola. He had been with Generals Montgomery and Arnold in Canada, and later took part in the Battles of Trenton and Princeton.

In 1935 the *Philadelphia* was raised from the bottom of Valcour Bay, and is now displayed in the National Museum of History and Technology, Smithsonian Institution.

This interesting document which forms Appendix B was among papers donated to the Fort Concho Museum, San Angelo, Texas, by Mrs. R. C. Ferguson a direct descendent of Captain Rue.

Mr. Kenneth E. Harris, a National Archives staff member, alert to the historical relationship between the gondola at the Smithsonian and the original payroll in Texas, set a chain of events in motion which brought both together. On 25 July 1973 Senator John Tower, acting on behalf of the Board of Trustees of the Fort Concho Museum, presented the document to the Smithsonian.

Chronologically the *Philadelphia* payroll should have been included in Volume 6, *Naval Documents of the American Revolution*, which covers the Battle of Valcour Island. However, when the existence of the manuscript became known, Volume 6 was on the press.]

1. SI.





[illegible]



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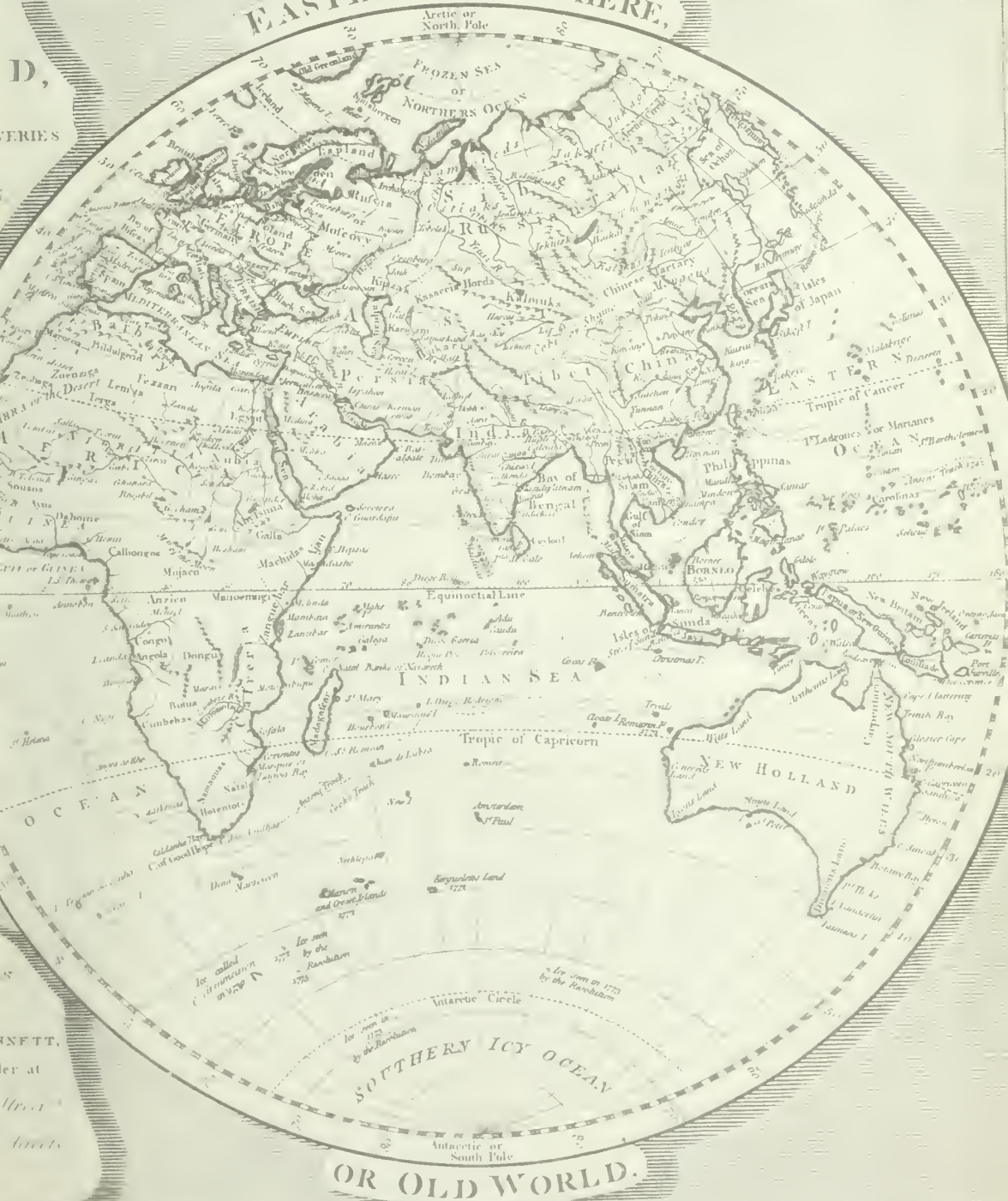
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